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Club Secretaries are specially invited to send the Editor paragraphs about the activities of their Clubs, and, in particular, notice of forthcoming events. All reports of competitions, meetings and other events should be sent to the Editor as early as possible, and must be received by the 20th of the month, to ensure attention for the next issue. Address contributions to: The Editor, THE BROOKLANDS GAZETTE, *65, Victoria Street, London, S.W.1.*

[" THE BROOKLANDS GAZETTE " *will deal with all matters pertaining to motoring sport in all its forms in an impartial manner. Consequently, the Editor does not necessarily associate himself with the opinions expressed by his contributors.*]

Editorial Notes.

What shall we do ?

Several readers have written to us concerning the conduct of the paper, making suggestions as to the sort of matter which they think it should not contain, and criticising us for putting in articles which have appeared. We welcome all such communications and are only too pleased to have such guidance as to the desires of our readers. Individual correspondents must not, however, expect that, as a matter of course, we shall immediately act on their suggestions. We have to consider the matter from the point of view of the majority, for the old saying that " What is one man's meat is another man's poison," is as applicable to this matter as to any.

A case in point arises in connection with our publication of descriptions of cars and motor cycles. Objection has been raised to these by one correspondent, who bluntly classes them as advertisements. Now we would like the general views of readers as to the acceptability of our policy in this matter, which, we say quite plainly, is to continue to publish such descriptions.

We propose to do so because we believe that the majority of our readers welcome them, and desire them. We beg to dissent from our reader's classification of them as advertisements. The advertiser of a car or motor cycle may say just what he pleases in his advertisement or in his catalogue. We, editorially, have a like freedom of expression, and we exercise it. There may be considerable differences of opinion in the matter. We should add, however, that we are going further, and are thoroughly testing such cars and motor cycles as are presented to us for that purpose. Moreover, in order that fair comparisons can be made, we have selected a standard test route, which includes the famous Alms Hill, and over this route all machines will be run.

In reply to the possible objection that all the information as to the constructional details of a chassis can be obtained from the maker's catalogue, we would point out that such is the case only in exceptional instances. Manufacturer's catalogues often leave much to be desired in that respect.

LONDON—EXETER—LONDON.

The Famous Annual Event Run in a Hurricane. Some Exciting Incidents. A Rolls Royce Driver Gives up Early.

THE best that can be said about this year's London—Exeter run, from the point of view of weather is that, so far as the early competitors were concerned, it started fine. That may have been the determining factor in the minds of the many lady passengers who decided to brave the course, for, considering all things, there was quite a number of them at the start, and the White Hart, Salisbury, served no fewer than 370 suppers that night, a stay of one hour ten minutes being allowed for the meal.

With the Cars.

The course was well marked, arrows marked R., L., or S.O. indicating the course. A landslide had occurred between Shaftesbury and Milborne Port, but fortunately there was sufficient room left for competitors to get past. It was just about here that one of the car driving competitors, on a Rolls Royce, was seen to be returning, the weather having proved too much for him. Care had to be exercised all along the route to Yeovil, as several large branches of trees were lying across the road, where they had been blown by the wind. At Yeovil a very welcome cup of coffee with biscuits and other light refreshments was served by Mr. P. W. Moffat; a table by the roadside, covered by an awning, serving as a buffet. The rain, which had set in shortly after leaving Salisbury, was by this time coming down in earnest, and most of the competitors were drenched. The wind was so terrific that many cars surmounting the hill which is encountered just before entering Chard, were almost blown across the road. Some, who hesitated on the top of Chard hill, uncertain of the way, commenced to roll backwards. At Honiton, a check on the outward journey, some of the last competitors to sign on were in time to see many of the first comers on the return journey check in. Arrived at Exeter, cars were left at Gould's Garage, and competitors were driven in special 'buses to Deller's Café, where breakfast was served, and a very good breakfast too. On the return journey, Marlpits hill was encountered just after leaving Honiton. The surface was fairly good except for a stretch near the bottom, where the mud was pretty deep. Salcombe Hill was also in good condition, and presented little difficulty. Immediately after leaving Exeter, Martineau's Salmson overturned. Apparently he had already had trouble on the outward run with his steering gear, and when the return journey commenced it gave out altogether, the car charged a bank and overturned. Fortunately no one was hurt, but Martineau packed up and went home.

With the Motor Cycles.

So far as motor cyclists are concerned, those who signed the sheet at Staines on Saturday night can rightly pat themselves on the back, for in all the history of this famous run, never have conditions prevailed to test the personal element in such a drastic manner. True there was a time when to climb Chard without footing it was an accomplishment, but three-speed gear boxes were not then the order of the day and all-chain-drive machines were quite unusual. Then it was much more a test of the machine than of the rider.

For this year's run, a sweet clutch and the right gear ratios were necessary. Given these and a certain amount of luck, a good driver should have been able to qualify for a "gold." True enough it was hard to cope with fallen tree trunks and unexpected water splashes in the darkness, but these uncertainties are the lot of those who go by night to Exeter, and were it not for the Goddess Fortune, who ordains these unforeseen tribulations, the sporting side of the event would soon be eliminated.

Out of the 380 entries, 363 competitors were sent off from Staines, this total being made up by 122 solo motor cycles, 96 sidecars, 12 cyclecars and 133 cars. The roads were good and little rain was encountered as far as Salisbury where the first control was held. Here the competitors had their first meal and filled up with petrol and oil. Evidently the frightful head wind across the plain had proved too much for some of the entrants as there were a few gaps in the ranks. The weather then started to get much worse, and by the time the competitors reached Yeovil, they met the full force of the gale, combined with driving rain. Here they were regaled with steaming coffee, this being provided by Mr. P. W. Moffatt at his garage. An act of hospitality for which we are sure everyone was very grateful.

Chard proved no obstacle, some made fast climbs even by night, and Yarcombe Hill was hardly noticed. These hills were sheltered and drivers were able to see what they were doing for a brief space.

Between Honiton and Peak Hill conditions became worse, and several competitors fell out, many being blinded by the driving rain and crashing at the roadside. It was rumoured in the lay Press that one competitor had been blown over the sea wall at Sidmouth; we have not yet been able to verify this statement. It was hard to notice individuals on Peak, but there was a lot of baulking, and one or two failed to make a non-stop ascent. Nevertheless, considering the darkness and the surface, the drivers who took it steadily were to be commended.

About this stage of the journey a fallen tree was encountered, and H. E. M. Kingdom (3½ P. & M. Panther and sidecar), followed by W. Julian (8 h.p. Zenith and sidecar), very nearly piled themselves up. Several solo riders crashed in trying to avoid it.

Sharp on time, H. B. Browning (5 & 9 Scott), ran into Gould's garage at Exeter, followed by Heath on his Henderson. No. 3 was missing, and the rest of the competitors came in in fairly regular order, although one noticed many gaps in the Solo class. The sidecars seemed more regular, and No. 3, O. S. Bridcutt, (3.5 Dunelt) arrived amongst them, minus his back tyre,

LONDON—EXETER—LONDON—continued.

having run several miles on the rim. On every side was evidence of the frightful weather that had been encountered. Very few people could claim to be dry, it had even penetrated through one or two of the famous Hutchinson ponchos.

Everyone then adjourned to have breakfast at Deller's Café, where the catering was admirable.

At 7.30 the first man started off on the return journey. A short run to Honiton, and then came the unknown hill, Marlpits. This proved to be in good condition, and very few people had any difficulty in making a good climb. One struck the full force of the gale on the flats above Marlpits, and a few competitors went out of their way owing to their inability to see the arrows through the driving rain. Up on these heights soloists were hard put to it to maintain an upright position. It was necessary to lean well into the wind all the time, and when a sudden lull came —— ! ! Then followed a rough section over the hills to Salcombe. This proved to be quite a deceptive hill. The surface was good and most of the solo machines went up without trouble. G. A. Pigeon and J. Lewis, both on 3.5 Sunbeams, made good climbs. The 2.75 Indians ascended quite well, but we noticed that the engines of the first two were missing on the upper part of the hill. The Ner-a-Cars, piloted by Pigeon and Hadfield, were quite surprising. F. N. Wood, on a 2.75 A.J.S., went up very well, changing up at the worst part. F. G. Foster, on a 2.1 Levis, went up slowly but surely. G. Brough and G. S. Allen who kept well together throughout the run, went up with plenty of power in hand, their machines being quite silent. L. G. Smith (2.7 A.J.S.) made a slow climb preceded by a smoke cloud. Fielden (7.7 Powell) climbed quite well for his power, but needed a little foot slogging. M. B. Hutchinson, on a 3½ P. & M. Panther, made quite a fast climb, considering that he was in bottom gear. This rider had the misfortune to break off his left foot rest on a curbstone just before Peak on the outward journey. He was also unable to use his second gear throughout the run, but we noticed that he performed very well on all the hills. J. S. Wakelin (7–9 Harley-Davidson) made a very fast climb. Most of the solo machines made good climbs, and it troubled very few of the sidecars. Amongst the latter, W. H. Julian made a spectacular ascent on his 8 h.p. Zenith (sidecar).

On the top of Salcombe several of the solo machines again went astray, as it was nearly impossible to keep one's eyes open for any length of time, and consequently one was inclined to miss the arrows that marked the course.

From Salcombe to the next hill, White Sheet, was a run of about 30 miles. The first competitor reached here about 10.20 The feature of this hill was the stop and re-start test in the middle of the ascent.

Every competitor had to stop under the first banner, and upon the fall of the flag, he had to restart and reach the second banner some twenty yards ahead in less than 15 seconds. Curiously enough, this hill was not in its worst condition, as the rain had swept the soft matter away and left a reasonably hard surface.

According to local opinion the surface is at its worst about three days after a heavy fall of rain.

Very few competitors were able to make a fast climb, as they generally appeared in bunches and rather hindered one another. Incidentally the surface on the lower part of the hill was rather loose, and so full of ruts that a slow climb for a solo machine was advisable.

Once again the two Sunbeams made good climbs, and on re-starting went straight away from the mark. Foster on his Levis was excellent. We noticed that Bucknall (2¾ Matchless) was bothered by his handlebar windscreen, but nevertheless, did quite well. E. H. Gifford (2¾ Beardmore-Precision) pulled away nicely without any fuss, as did Hutchinson on his Panther. About this time it was more than obvious that the course had been taking its toll of the solo machines, as they came up in irregular numerical order and there were many gaps. J. J. Hall (6 h.p. P. & P.) made light of the gradient and the surface, and went away at speed. C. B. Bennett lost control of his 3½ Burney and collapsed with the machine on top of him. Several spectators helped him to right it, but as the gear was still engaged and the engine running, the machine charged into a car and again crashed. Eventually he got away. Just after this a rider on a Zenith ran into the bank, but recovered and made a good climb. H. H. Barrett (2¾ Ner-a-Car) got well away from the stop, and changed

A Sporting Crowd, but not Competing in the London–Exeter.

LONDON—EXETER—LONDON—continued.

up practically before he was out of the control. E. A. Cullum (1½ Francis Barnett) re-started well and his small engine took him straight up the hill out of our sight without a falter. The Brough Superiors and the Coventry Eagles all made excellent ascents, as one expects them to do.

R. B. Clarke, on a 1¾ Diamond, was rather weak, but just managed to get going.

Guthrie, on his Super Squirrell, was quite one of the best.

R. N. Kelson (3½ Ric-Triumph) caused some consternation amongst the spectators by ramming the bank and was allowed a second try, and went away very shakily.

Chirney (2¾ Rudge-Whitworth) and N. Driver (3½ Panther) made good getaways, and Gus Kuhn, of course, was quite unconcerned on his Velocette.

G. W. Copeland, turning up late, stalled his Norton, recovered without actually stopping, and perhaps just got away in the 15 seconds.

The first sidecar to appear was driven by Baxter (5.96 Indian Scout) who started his class well, but T. Harrison, also on an Indian Scout, failed twice, and was pushed off eventually.

R. Snell followed on 8 A.J.S., and took the re-start slowly, with entire absence of wheel spin.

Bridgeman on a 12 h.p. Indian seemed to think it necessary to bounce, which he did certainly to advantage, but it was interesting to contrast his methods with the previous competitor.

Nearly all the Matchless sidecar machines performed consistently, as did the Coventry Eagles.

P. Pike, on his Norton, was certainly the best performer on this hill, his gear change being hardly perceptible, and his acceleration perfect.

L. A. Welch made a very good show with his 2¾ O.K. and sidecar.

The F. N. with balloon tyres and enclosed sidecar did well in the hands of L. C. Ottley.

B. S. Marshall Rounding a Bend on Caerphilly.

Pelison on a 4 h.p. Dunnett and two-seater sidecar, arrived a bit late, but got his machine off the mark smartly.

Karslake, on his S.S. 100 and sidecar, was almost too spectacular, but he was useful for clearing the spectators off the course. The latter continually baulked competitors and unfortunately there seemed to be no marshal to control them.

The 8 h.p. Cedos was fast in the hands of P. C. Spokes, as was Wheaton (8 h.p. Coventry Eagle), but we think he broke something in his sidecar chassis.

B. L. Bird repeated his performance of Gambles Lane, and we were under the impression he had an 8 h.p. machine, but we found it was his 3.49 B.S.A.

T. H. Garner (8 h.p. Royal Enfield) did well, and we noticed that he had balloon tyres fitted to his machine. It was interesting to note that all the machines fitted with these tyres performed very well. Davies, driving a Rex Acme, had a very hot engine which was knocking badly. The 3½ Douglas Sports, in the hands of R. Chaplain, made good time, and doubtless this was due to the vigorous manner in which the driver bounced about on his saddle. H. E. M. Kingdom (3½ P. & M. Panther), shortly followed by W. Julian (8 Zenith and sidecar), both made very good ascents. R. L. Bowes was the next competitor of interest by reason of the fact that he terrified the spectators by tremendous acceleration with his 10 h.p. Ace.

About this time Payne, on his 2¾ h.p. Connaught, returned down the hill with a flat back tyre, bewailing the fact that his Schrader valve had stuck up.

The first of the Morgans then appeared, and made a very satisfactory ascent, which example was followed by every Morgan which came up. One of the few failures in the sidecar class was P. O. Keboe (3½ P. & M. Cub) who had trouble with his petrol supply.

W. E. Bliss, on a 10.15 Fiat, was the first car to arrive, and from his performance we did not think that any of the following cars ought to have any difficulty in climbing the hill and correctly stopping and re-starting. H. J. Marks, on a 10 h.p. Salmson, followed by a Sports Alvis, confirmed this opinion, and we then proceeded to Dorchester, where many of the competitors were accepting the hospitality of Mr. Churchill in the shape of coffee and sandwiches.

From there to Salisbury was a straight run of about 35 miles, where there was the usual control at the White Hart Hotel, and garage. Leaving the majority of the competitors there, we took the road to Staines, and after a few miles we passed Heath (11.5 Henderson) and H. B. Browning (5.6 Scott) still maintaining their correct positions at the head of the run. Browning was the first to check in at Staines at his right time, 5.30 p.m.

279 machines checked in on Saturday night, comprising 91 solo motor cycles, 63 sidecars, 8 cyclecars and 117 cars. It will be seen that the cars had the least percentage of failures, but when we consider the forces of nature which were at the worst, it is surprising that so many motor cycles and sidecars completed the course. From personal experience we know that it was very hard to keep a solo machine on an even keel when the gale struck one with full force on the quarter.

A COMPETITOR'S IMPRESSIONS OF THE LONDON–EXETER RUN.

By RICHARD TWELVETREES, A.M.I.Mech.E.

OF all the classic road events of the year, the annual Winter Run from London to Exeter and back, organised by the Motor Cycling Club, is generally admitted to be one of the most severe trials to which ordinary touring cars can be subjected. Whilst the route selected for the London-Land's End trial is considered by some competition exponents to be the more severe, the weather conditions usually prevailing at the time of the Exeter trip call for first class mechanical skill and perseverance on the part of the drivers.

From a concensus of opinion from competitors and spectators alike, this year's run was no less strenuous than usual, in fact, many went so far as to say it was the worst weather experienced since the first trial some ten years ago. However, this article has nothing to do with other people's views, as I have promised to give my own observations as an individual competitor, with but little opportunity of noticing anything that happened outside the necessarily confined limitations imposed by my own efforts to get through the arduous test.

The car I entered was my 1923 11.9 Bean four-seater, which has some 25,000 miles to its credit and a " gold " in the London–Edinburgh. One gets a kind of affection for a tried and trusted car, and little exploits such as the M.C.C. Winter Run only go to make one more keen to keep a 'bus tuned up to concert pitch.

My observer, a mechanic friend of some years' standing, and I both put in a fair amount of time in taking down the engine, titivating up the big ends and giving the car careful attention all round, so that everything might be in order for the event.

During the preliminary tests, we had succeeded in climbing a hill of 1 in 5 from a standing start on first speed and changing up to complete the ascent on second, with plenty of " revvs " in reserve. By carefully selecting the best sizes of main jets and choke tube for the Memini carburettor we were also able to attain a speed of a little over 25 miles an hour on second gear, 36 on third, and well over 57 on top, which goes to show that the little engine was turning over in a manner that augured well for any call that might be made upon it during the Christmas run.

Another thing we did was to fit a Sumwin Radiator Shutter, by means of which, in conjunction with the Boyce Motormeter, we could keep a nice control over the temperature of the cooling water, and as it turned out, this fitting proved its worth during the cold night following Boxing Day.

Having had some experience of chains becoming knotted due to being shaken about in the back of the car, we decided that it would be more convenient to carry two spare wheels equipped with tyres and chains ready to be changed when required, but as events proved, we made the mistake of omitting a spare for the chain wheels and also haudicapped ourselves to some extent, by carrying the extra weight of the wheels. It would have been better to have carried the chains alone and to have fitted them to the wheels, instead of making the complete change as we did. There were several other things we learned during the course of the run, but these will be referred to in due course.

The Start from Staines.

By the time we arrived at the starting point, most of the three-wheelers had been dispatched and the cars were drawing up into position. Hundreds of spectators crowded round the starter, and after signing on at the Bridge House Hotel, we made off down the narrow lane made by interested sightseers.

As the car allotted the number preceding ours did not put in an appearance, we had two minutes to catch up the Lagonda running in front, which for company's sake we decided to follow closely. In one respect this winter's run was very different to the London-Edinburgh, for the competitors seemed to run in groups instead of in a regular procession, due no doubt to the number of gaps caused by absentees. It made the trip rather less sociable than it might have been, and also created a danger of novices losing their way as happeued in a number of cases on the revised portions of the route.

From Staines to Salisbury the trip was uneventful, even monotonous, though at a few places we saw indications of the little troubles experienced by the motor cyclists, some of whom were stopped for minor defects. The stop at Salisbury gave us the opportunity of greeting old motoring friends and gathering snaps of information concerning the character of the route where the more strenuous part of the trip lay. There were discussions as to whether chains would be needed at the various hills and whether balloon tyres could really be relied upon to give a sure grip on the worst of the surfaces. We noted that most of the balloon advocates carried chains with them, and as the Bean was fitted with new semi-balloons, we resolved to run no risks and use the chained wheels for each and all of the non-stop climbs.

In the Track of the Storm.

On leaving Salisbury, the wind which had caused us some inconvenience when crossing the Plain, began to increase in force and blowing nearly head on, had the effect of slowing us considerably, to say nothing of driving the rain and hail into our faces. Large branches blown from the trees were scattered on the road at various places, these, as we learned afterwards, causing more than one casualty among the motor cyclists. One tree lifted clean out of the ground by its roots, blocked up half the roadway, but some Good Samaritan had placed a warning lamp to acquaint the drivers of the danger.

That the weather conditions ahead were more than normally severe was gathered by the fact that solitary motor cyclists, still bearing their competition numbers,

A COMPETITOR'S IMPRESSIONS—continued.

could be seen beating their way back to town, and when we fully realised the kind of ride they were having on the solo machines, it was a wonder that any survived the double journey at all.

Keeping on the good main roads, our course was beset by no difficulties other than those imposed by King Boreas, who was in a very frisky humour, we made an uneventful run through the undulating country, passing Yeovil, Crewkerne and Chard, then leaving the main road near Honiton, turned off in order to tackle Peak Hill, where one of our adventures took place.

Just before reaching Sidmouth, we stopped to change the rear wheels, but were guilty of the mistake of taking things rather too leisurely; for, not knowing the narrow lanes, we were shut in by cars, whose drivers had wisely elected to arrive at the bottom of the hill with a few minutes in hand. We, unfortunately, only passed the check just on time and so had nothing to spare in making the ascent. Peak Hill is about one mile in length, the steepest part of the incline being 1 in 5, with a stony treacherous surface, rendered more so by the passing of the preceding cars.

An Adventurous Climb.

Partly baulked at the start of the hill by another car, we were forced to go into one of the deep gulleys at the road side and the subsequent effort of getting out again proved too much for our off-side tyre, which promptly came off the rim and began flapping about in a most disconcerting way. Relieved of the restraining influence of the chain, this wheel began to spin and dig in alternately, and had the effect of dragging the car so much that I am afraid our ascent of Peak was somewhat erratic. But the little engine was good enough for the extra work imposed upon it and the car roared to the top with plenty of reserve, notwithstanding the buckling rim and shredded tyre.

We had planned to keep the chains on and run into Exeter, knowing by this time that by dropping behind for a few minutes at the top of Peak Hill, it would have been impossible to overtake any other cars in the narrow lanes between that spot and the point where the Exeter main road was rejoined. Fate, decreed otherwise, and instead of keeping our position for safety, we were compelled to lose valuable minutes and then after refixing our wheels, make into the city at the best speed we could.

THE RADIATOR SHUTTERS ON CAPT. TWELVETREES' CAR, AS USED IN THE LONDON—EXETER RUN.

Nearly Blown Over.

It was when speeding over this section of the route that we had the unpleasant experience of being nearly blown off the road. The wind was cutting across us at a speed of about sixty miles an hour, and just as we were rounding a curve at high speed, a sudden gust caught the hood, and we heeled over quite perceptibly, both near side wheels leaving the ground by about six inches for a fraction of a second. We both looked out for a soft spot on which to deposit ourselves, but the wheels came to the surface of the road just in time to prevent what appeared to be inevitable.

Part of the Sea.

When in the neighbourhood of Sidmouth on the outward journey and the going was fairly good, I remarked to my companion that we were near the coast and pointed out a spot where the sea could be observed. "Look, Jim!" I said, "there's the sea." "Yes," he corrected, "that's a part of it at any rate, I think the rest of it has gone down my neck." You see, by this time Jim and I were thoroughly moist, hence his facetiousness.

Exeter at Last.

At Exeter another of our carefully devised plans went wrong, for we had decided upon a nice wash, a breakfast at the hotel, and a saunter among the other competitors before we recommenced the journey. As it happened, we had to spend most of the time chasing round for a new tyre and tube, which we eventually obtained from Maude's Motor Mart, Mr. Hughes and his assistants being very eager to do all that they could to help us out of our difficulty of getting ready in time to start again. Thus, wet, tired and hungry, we started off again on the return journey, which proved to be far more adventurous than the trip from Staines.

Making up Time.

Profiting by the experience of being late at Peak Hill, we started off for Honiton with the intention of getting all the time we were allowed in hand before stopping to "re-chain" for Marlpits Hill. This meant travelling *all out* for several miles and there was the chance of heating the engine enough to provoke boiling during the ascent. Not that a little boiling does any harm, but spectators get the impression that a car is labouring in the last throes of despair if a little steam issues from the radiator cap. We wanted to make a clean ascent, and so had a little stop to cool down and give the engine a draught of oil, which also assisted to reduce the temperature.

Marlpits gave us no trouble at all, in fact the Bean took a considerable portion of the gradient on third. Just at the steepest point, however, we were nearly

A COMPETITOR'S IMPRESSIONS—continued.

baulked by another competitor who had had the misfortune to stop his engine. By going perilously near to the edge of the ditch, we just managed to clear the stationary car and continued the non-stop ascent in approved style—at least, so it appeared to us.

Salcombe and White Sheet Hills.

Soon after surmounting Marlpits Hill we were confronted by Salcombe, which has the reputation of being more severe in gradient than its neighbouring acclivity. Rising for a considerable distance with a gradient of from 1 in 12 to 1 in 8, the steepest portion is 1 in 5, but the chief difficulty lies in the slippery nature of the surface, due to the presence of falling leaves from the trees, which practically meet overhead. We had no trouble with tyres, and the engine held steadily at its work, giving no cause for the least anxiety at any part of the climb. As a matter of fact, the exploit at Peak Hill, when the engine pulled us safely to the top in spite of the loss of a tyre, left us no occasion to doubt its ability to take us up the side of a house if need be, though naturally, as a matter of policy, we preferred to keep to the prescribed route.

Some twenty-seven miles after climbing Salcombe Hill we came to White Sheet Hill, near Beaminster, where the organisers had prepared another little excitement in the shape of a stop and re-start test. Judging from the number of spectators congregated at this point, they expected us to do some fancy slithering stunts, but the Bean now well warmed up to the game of climbing hills, sailed up the hill merrily and then pulled gently up, on being requested to do so by the marshal in charge of the re-starting operations. Now, it is one thing to be at the wheel of a car that will do all required of it when on an ordinary run and another matter to get away quickly on a test, with crowds of spectators keenly on the look out for sensations. From the viewpoint of the latter, the most amusement is derived from drivers who boggle the re-start, and we had to think how to get away to avoid wheel spin on the one hand and stopping the engine on the other.

On receiving the signal to restart, the clutch was let gently into engagement, then as soon as the wheels got a grip, bang went the foot on the accelerator and the engine quickly got up the necessary "revvs" to take us over the timed portion with at least five seconds in hand. That concluded the hill climbs, and with the exception of the bad luck about the tyre, no one could have wished a car to behave better.

Difficult By-roads.

Between the top of White Sheet Hill and the point where the main road was rejoined, the course lay through as fine a selection of by-roads as one could wish. In the first place a thick mist obscured one's vision for more than a few yards in front of the bonnet, which prevented one from observing the bumps which preceding cars made in crossing the gulleys cut athwart the lane. These gulleys were nearly a foot deep with a similar width and gave the springs a most severe testing. Here the value of shock absorbers was very apparent, and had it not been for the Hartfords, I am sure there would have been at least a couple of leaves fractured.

The next excitement was provided by a series of deep water splashes and there was no time to find out whether the bottom was slimy or stony, so we just sailed through them on "spec" so to speak, and in doing so nearly ran into another car which had slowed up in the mist and could not be seen.

At Dorchester, there was a welcome cup of coffee and sandwiches provided at the garage, and from thence the journey was fairly easy into Salisbury, apart from the slight trouble of keeping warm when thoroughly wet through. The cars that gathered at the White Hart looked very different to when they set out on the night previous, but there were no complaints, and all the club members seemed to thoroughly enjoy the outing, adverse though the weather conditions had been.

Leaving the city after a welcome rest, we proceeded home by the main London road, and "so to Staines" as Pepys would have said. On the last part of the trip the run was easy, keeping regular time presented no trouble whatever, and singularly enough, neither Jim nor I had the slightest inclination for sleep, which usually constitutes one of the annoying factors towards the final stages of a trial of this kind. I suppose the wind had blown all the cobwebs out of our eyes and given us enough fresh air to last until we line up for the London Land's End at Easter. It's astonishing how this Club Run business fascinates one. I keep on wondering why we do it, but shall not regret having taken part in one of the most remarkable Exeter runs that has ever been on record.

MR. A. J. SPROSTON, ONE OF THE VICTIMS OF THE RECENT FLYING FATALITY AT CROYDON.

RACING PHOTOGRAPHS.

A Valuable Suggestion for Amateur Snapshotters.

By "ONE OF THEM."

As a frequenter of Brooklands on race days and non-race days, I have noticed how few people who have cameras with them take photos, or, if they do take them, fail to do so in the proper way. Of course, everyone knows how to take a photo of a thing at rest, but when it comes to taking a car travelling at over 100 m.p.h. it is quite another matter.

I have seen some people hold their cameras pointing directly towards the place where they want to take the car; they hear the car roaring towards them, and snap it as soon as it appears in the view-finder, probably jerking the camera in the excitement of the moment, or opening the shutter a fraction of a second too late, so that they only get in a part of the car. Even if the photographer is lucky enough to get the car in the picture, the car must appear blurred (unless he takes it with a shutter set to a speed of about 1/1000 sec.), and the background clear. As a result, when the film is developed, he throws the photo away as a failure.

The way by which good results can be obtained is as follows:—Locate the car in the view-finder, when it is yet some distance away, and keep it in the middle by moving the camera in a horizontal plane, taking care not to tilt it. Carry the camera round thus, until the car reaches the desired spot, and then snap it.

In this way with very little practice anyone can take perfect photos of moving things. This method is illustrated by a photo of Bugatti 2 for the 1924 200 miles race, enlarged considerably, and taken with a Vest Pocket Kodak, using a stop of 1/50 second. It will be noticed that the car is quite clear in outline, although it was travelling at about 70 m.p.h., and that the background is blurred. This method applies more particularly to amateurs, who only have cameras with stops ranging to about 1/50 second.

I am certain that this article will be of use to those amateur photographers who have hitherto experienced difficulty in obtaining good photos at Brooklands; for now with but little practice they may be able to obtain such results as will henceforth serve as reminders of enjoyable and perhaps thrilling afternoons at the track.

THE PHOTOGRAPH REFERRED TO IN THE ARTICLE.

CITY OF LONDON M.C.C. (Proposed.)

It is proposed to form a club with headquarters in the City, and to organise reliability trials, social runs, and other social events. Members need not necessarily reside in or near the City. Those interested should communicate with Mr. W. England, 3, Lloyd's Avenue, Fenchurch Street, London, E.C. 1.

A FINE EXAMPLE OF OPPORTUNISM IN PRESS PHOTOGRAPHY.

SPORTING EVENTS OF THE MONTH.

Gloucestershire, Lancashire and Yorkshire, Surrey, and Warwickshire.

TO judge from the enthusiasm with which those motoring sportsmen entered for the few sporting events which are organised during the winter months, it would seem that there is room for more, and a strong likelihood that were others to be promoted, their success would not long be in doubt. It is true that this year's Southport–Scarborough event rather seems, in its lack of entries, to give the lie to our optimistic claim, but before accepting the Southport experience as a denial of the truth of our statement, we should like the opportunity to investigate some of the extraneous circumstances, and, more especially, to hear the opinions of those who arranged it, as well as to learn from those who abstained, why they did not take part. We are, we must confess, particularly astonished to learn of the lack of success of the Northern venture, for our own view of the North-country man is that he is not by any means behind his fellow sportsman of the southern counties in his liking for a good sporting day or even a couple of days.

The London—Gloucester Event.

Apart from the London–Exeter, which, as it has now undoubtedly reached the stage of being a classic, is reported separately, the palm for interest must, we think, be given to the Winter Reliability Trial of the North-West London Motor Club, which was run on December the 13th, from London to Gloucester and back. The course followed lay through Watford, Tring, Princes Risborough, Chinnor, Oxford, Faringdon, and Cirencester to Gloucester, returning through Cheltenham, Winchcomb, Northleach, Witney, Oxford, Chinnor, Amersham, and again Watford. The total distance was approximately 230 miles out and home, and was scheduled to be covered at an average speed of 20 miles per hour. On the outward journey there were two observed hills, and four time checks: inwards, there were four observed hills, three time checks, and a non-stop portion of about twelve miles in length.

The start was made from the Stag Lane Aerodrome, Edgware, at 7.30 a.m. on the Saturday morning, in cold, but dry and seasonable weather. The organisers were rewarded with a turn out of 150 competitors. The test hills on the outward journey were Waterworks Hill, near Tring, and Whyteleafe. The absence of rain, and the generally favourable weather conditions robbed these hills of practically all their terrors, and to all intents and purposes it is safe to say that they were both surmounted without even a suggestion of failure. We say to all intents and purposes, because the only competitor who had trouble, had to thank a mechanical failure, which was quite apart from any road or route difficulty with which she (for it was a lady competitor) might have expected to meet.

Had the weather held out, this trial might have developed into little more than a pleasant day's tour. As it happened, however, the weather did not hold out, but, rather emphatically, broke down, and that just when what we might term a return to normal 1924 weather was most unwelcome, for the precise period when it reappeared, was just as the more difficult portion of the course was entered, and some of the later competitors had to climb Gambles Lane, one of the observed test hills on the return journey as the rain began to fall. After that the weather gradually grew worse until, as night came on, we experienced perhaps the very worst that it could be expected to do in the early days of December, namely, high wind, conveying, with the maximum of quantity as well as the minimum of temperature, that combination of snow, ice and rain which is more commonly known as sleet.

Gambles Lane, as a matter of fact, was responsible for the first failures, but, not to make this an "agony column," we will refer only to those whose efforts met with success, in greater or less proportion. The outstanding performances, having in view the size and power of the machines which they bestrode, were made by A. C. Payne, on a 348 Connaught, M. K. H. Bilney, on a Rex Acme of the same dimensions, and J. W. Moxon, on a diminutive Francis-Barnett. Amongst the bigger machines, W. W. Lawrence, riding a 492 Sunbeam, is worthy of special mention, as also is H. Spottiswoode (700 N.U.T.), and R. S. Davies (499 P. & M.). Amongst side cars riders G. Slade made perhaps the best climb, on his 490 overhead-valve Norton, but B. L. Bird (349 overhead-valve B.S.A.) ran him pretty close. A fine ascent was made by H. M. Hicks, on a 596 Douglas. Amongst the Morgans, which comprised the total of three-wheeled cyclecars, the only really good effort was that made by G. H. Goodall.

By the time Gambles Lane was, for all the competitors, a thing of the past, night had fallen, and the rain had set in for good. For a stretch, however, the going was not too bad.

The results were as follow:

CARS.

EXPERT CUP.—A. W. Brittain (B.S.A.).

GENERAL CUP.—B. E. Belfield (Aston-Martin).

NOVICE CUP.—H. K. G. Garland (Salmson).

NORTH WEST LONDON CUP.—Mrs. R. V. Dykes (Alvis).

CUPS.—B. Alan Hill (Rhode), J. H. Arthur (Lagonda), J. P. Dingle (Austin Twelve), J. Havers (Riley), R. Abbott (Clyno), Mrs. R. V. Dykes (Alvis), W. Cooper (Morris-Cowley) and Rex G. Mundy (Steyr).

SPOONS.—H. Stevens (Lagonda), S. B. Harris (two-litre D.F.P.), F. J. Chessum (Alvis), H. Goodwin (Bean), K. W. B. Sanderson (Ariel), N. Hurst (Standard) and C. Finch (Ariel).

MOTOR CYCLES.

"GENERAL" CLASS SPECIAL SILVER CUP.—S. R. Mardon (399 Raleigh).

"EXPERT" CLASS SPECIAL SILVER CUP.—W. H. Hardman (347 Matchless).

"NOVICE" CLASS SPECIAL SILVER CUP.—W. H. Evans (499 Sunbeam).

N.W. LONDON M.C. CUP.—(for best performance by a Member —Mrs. R. V. Dykes (1,496 Alvis car).

SPORTING EVENTS OF THE MONTH—continued.

TEAM AWARD.—Winners: N.W. London M.C. (140 marks lost), six finishers (G. F. Simond, K. M. Hurst, M. K. H. Bilney, J. L. Johnsou, E. Eland and E. M. Grose); 2. Civil Service M.A. (248 marks lost), five finishers: 3. Oxford M.C. (263 marks lost), five finishers; 4. Camberley and District M.C. (659 marks lost), five finishers.

SILVER CUPS (95 per cent marks).—J. J. Hall (980 P. and P.), W. M. Cooper (492 Sunbeam), C. H. King (348 Douglas), V. C. Anstice (348 Douglas), E. W. Spencer (348 Douglas), K. J. Davis (249 B.S.A.), I. F. Anderson (293 Connaught), R. B. Clark (172 Diamond), J. J. Boyd-Harvey (348 Raleigh), L. N. Stannah (498 Ariel), F. J. R. Heath (1,301 Henderson), F. N. Wood (348 A.J.S.), B. Kershaw (349 Omega-B. & S.), L. Yendall (349 O.K.), H. Spottiswoode (700 N.U.T.), C. J. Wheeler (499 Triumph), L. E. Chirney (346 Rudge), W. K. Hanning (348 Cedos), A. C. Payne (348 Connaught), H. E. Surman (344 Zenith), E. H. Gifford (348 Beardmore-Precision), M. K. H. Bilney (348 Rex-Acme), G. H. Goodall (1,096 Morgan), O. S. Bridcutt (499 Dunelt sc.), H. M. Hicks (596 Douglas sc.), R. P. Purnell (348 Connaught sc.), E. C. Lunniss (980 Matchless sc.), S. G. Smith (1,075 Morgan), F. G. Morgan (348 Cottou sc.), L. A. Welch (349 O.K. sc.), L. V. Freeman (1,204 Indian sc.).

SILVER SPOONS (90 per cent. marks).—R. S. Davies (499 P. & M.), F. D. Forster (211 Levis), H. B. Thompson (348 A.J.S.), C. P. Minnett (499 Sunbeam), R. P. C. Franklin (349 New Scale), P. F. Lucas (492 Sunbeam), G. F. Simond (347 Sunbeam), J. B. Perkins (499 Triumph), W. W. Lawrence (492 Sunbeam), E. J. Pike (499 Sunbeam), L. Hedlam (596 Scott), D. P. C. Neave (596 Scott), A. C. Godfrey (493 B.S.A.), G. Baxter (348 Indian), J. L. Johnson (499 Triumph sc.), C. Cleare (798 Raleigh sc.), R. Pugh (499 Triumph sc.), and H. G. Uzzell (980 New Imperial sc.).

CERTIFICATES (withiu half an hour of Schedule Time).—W. V. Beach (490 Norton), F. W. S. Osborne (348 Raleigh), K. M. Hurst (490 Norton), C. B. Hemphill (147 Excelsior), N. Hall (172 Excelsior), G. L. Werts (172 Ray), A. H. S. Love (980 Matchless), P. C. Spokes (348 Cedos), F. W. C. Bennett (292 O.K.), M. Pearson (247 Levis), C. S. Hubbard (348 Indian), R. Snell (799 A.J.S. sc.), L. Parker (494 Douglas s.c.), E. Eland (770 B.S.A. sc.), V. T. Brennau (976 Royal Eufield sc.), E. M. Grose (033 Norton sc.), W. S. Braidwood (348 A.J.S. sc.), W. H. Browning (799 A.J.S. sc.), H. W. Furness (980 Rex-Acme sc.), Miss R. M. Mackintosh (348 Calthorpe sc.), M. MacMahon (1,096 Morgan), G. Stace (980 Brough Superior sc.), J. Doland (770 B.S.A. sc.), and P. Geldard (992 Ariel sc.).

Southport—Scarborough—Southport.

The Southport–Scarborough run, organiscd by the Southport Motor Club, was instituted in the hope that it would eventually prove an attraction in the north, to correspond with the London–Exeter in the South. So far the results have been disappointing, as only fourteen competitors turned up, of whom twelve were motor cyclists, the rest being car drivers. The route was roughly 150 miles each way, starting from Southport aud passing through Preston, Clitheroe, Shipton, Harrogate, Thirsk, Pickering to Scarborough, where the night was spent. The homeward run was but slightly different to the outward journey. As the course was mainly over roads well marked with signposts, little official marking was done, and the actual onus of finding it was placed upon the competitors, who were penalised if they left it. Amongst the hills which had to be climbed en route, were Sutton Bank, which now, as the result of the operations of the road repair authorities, has lost all its terrors, Rosedale Abbey Bank, White Horse and Greenhow.

A COMPETITOR IN THE ULSTER BOXING DAY TRIALS ROUNDING WHITE BRAE

Sutton Bank was climbed, of course, on the outward run, being actually reached just as it was turning dusk. All the competitors, however, climbed it successfully, and the subsequent run into Scarborough was accomplished without any difficulty whatever—almost without incident.

Amongst those whose performances are worthy of special mention we would place S. Doward (798 Raleigh sidecar), E. F. Dackers (490 Quadrant sidecar), E. G. Abbott and J. McGowan, both of whom were riding Matador machines.

Cole Cup Trial.

The Cole Cup Trial, organised by the Coventry and Warwickshire Clubs, took place too late iu November for it to be included in the December issue. These clubs chose as a route the same as that they had already used earlier in the year for the Clincher Trial. It included two well-filled official water splashes, as well as a third, not marked on the map, or officially recognised, but quitc a respectable one nevertheless.

Canley was the first to be negotiated, and it was, of course, an observed point. As the water was unexpectedly deep, being very nearly two feet in the centre, there were many failures at this point. A. Henley, (249 Rover), G. S. Wright (349 Humber), W. J. Montgomery (Montgomery sidecar), S. A. Tomson (499 Triumph sidecar), and F. H. Brown (596 Rex-Acmc sidecar), all made good passages, and the same quintette, and also L. Crisp (349 Humber), were also successful in getting through the other splash at Kenilworth, without loss.

The *Piece de resistance* and the Waterloo of the whole party of seventeen entrants, proved to be Windmill Hill, which, with its greasy and grassy slope of 1 in 5, steepening to 1 in 3, was, as the result of the rain, absolutely unclimbable. Henley and Tomson were again prominent, for if their performances were far from perfect, at least they managed to scramble up in some sort of fashion. Other riders whose work on this, the most difficult portion of the course, was worthy of mention, were D. Brandish (348 A.J.S.) and A. Jervis (349 B.S.A.).

SPORTING EVENTS OF THE MONTH—continued.

After the negotiation of Windmill Hill, a stiffish bit of cross country work had to be tackled, and thereafter a fast and slow test was arranged. A further two miles had then to be covered to the final check, which was reached just before dusk.

The Thomson Cup Trial.

The Camberley Club, which already has the name for being one of the most sporting clubs in the Southern counties, will soon acquire like fame as the organiser of Trial Routes which, as no one can deny, thoroughly deserves the title. Indeed, there are some who incline to the view that it is infame, and not fame, which will be the portion of this club if its efforts in this direction do not decelerate a little. The Camberley Club, it was, at any rate, who found the route for the Thomson Cup Trial, run under the auspices of the South Midland Centre of the A.C.U., which, for sheer frightfulness—no other word fits the case—would be hard to beat. It was a course in which slithering hills, approached by right angle turns, and deep muddy water splashes, were only exchanged for country lanes which apparently had been specially trenched for the purpose of disconcerting the ill-treated riders who dared to traverse them, and, as if that were not enough, a morass, carefully hidden behind and under a rush grown path, was also included.

Best Event Ever.

At the same time, it has to be placed on record, as showing the hardihood and true sportsmanship of the motor cycling sportsman of to-day, that the event was voted by the competitors as one of the most sporting and enjoyable that they had had for many a day, which is in strong contrast to the contrary views which we have seen expressed in some of those journals whose appreciation of the sporting side of motoring is not so keen as it should be.

So stiff and unorthodox was this course, that the organising committee had even to go to the trouble of inventing special names for some parts of it. The names themselves are significant, one of the so-called water splashes was called the Canyon, and another part of the course was well named "Twin Rise."

Crossing the Canyon.

Canyon was, as a matter of fact, the first redoubt which had to be taken in the course of this event. The best description that we can think of is just "Mud Bath." Most of the failures occurred after the riders in question had got through the splash; they carried so much of the mud through with them that they could not grip the moderately reasonable road surface which lay beyond. J. S. Wakelin (989 Harley-Davidson), G. Richardson (348 Raleigh), and A. B. Sparks (Scott), were amongst the successes, the first-named having equipped the driving wheel of his machine with a non-skid chain, and his outfit roared along like a tank at speed. W. Julian (Levis) also did well, and also H. R. B. Waters (499 Sunbeam), while passages of more or less satisfactory nature were made by H. L. Grimes (348 O.E.C. Blackburne), A. C. Godfrey (493 B.S.A.), R. B. Budd (348 A.J.S.), E. Wilkinson (596 Scott), A. E. Cooke (346 Rudge)—very late, incidentally—G. Kuhn (249 Velocette), F. S. Bailey (770 B.S.A. sc.), L. V. Freeman (976 Sunbeam sc.), R. L. Richardson (996 Matchless sc.), E. J. Over (989 Harley-Davidson sc.), L. Heller (249 Velocette) and E. C. Lunniss (976 Matchless sc.).

Floating Motor Cycles.

The Canyon was not more or less than a foretaste of what was to follow, and the next obstacle was more difficult. A stretch of road had enough in all conscience, on account of its surface, had been carefully hidden under water—just how the Camberley Club are able to influence the weather to aid them in their nefarious designs is not known—and through this a variety of machines were part pedalled, part driven, part carried, and part floated by their unfortunate riders. This part of the journey was best covered by Gus Kuhn, but other good performances were put up by J. A. Middleton, H. R. B. Waters, H. L. Grimes, and E. Wilkinson.

"Twin Rise" Hill was approached through a mud hole of uncertain but considerable depth. The hill itself was easy as to its first part, but the second proved anything but a twin to it, and called for considerable skill in its negotiation. Grimes, Budd, Wilkinson, Godfrey, Lunniss, and Cooke were again conspicuous, Budd perhaps taking the palm.

A Bit of One-in-three.

After the descent from this little pimple, another discovered immediately after a sharp turn, had to be negotiated, and this hill was responsible for several failures. It was shortly after this that the corrugated section, the part to which we have referred as being specially trenched for the run (we may be mistaken about this, of course), had to be negotiated, and here again, some quite good competitors were weeded out. Then there was the concealed morass, and after that, as if we hadn't had enough, White's Hill with its nice little bit of boulder-strewn "one in three" to clinch an argument which might develop. Successful negotiants of this part of the course were: G. Kuhn, Budd, Wilkinson, Li Lunniss, Skidd, Godfrey, Middleton, Fairs, and Sparks. The following were the results, concerning which it is interesting to note that the premier place goes to a rider of a miniature.

Award.	Machine.	Name.
Thompson Cup ...	Velocette ...	Gus Kuhn.
Devil's Punch Bowl	Lagonda ...	P. W. White.
Lunniss Cup ...	Scott	A. B. Sparkes.
The Peerless Cup ...	Matchless ...	E. C. Lunniss.
Captain's Cup ...	Velocette ...	Gus Kuhn.

All the above, with the exception of the Captain's Cup, are Challenge Cups, to be held by the winner for a period of one year. A Miniature will be awarded with each.

Silver Medals.		Bronze Medals.	
R. B. Budd	... A.J.S.	A. E. Cooke	... Rudge.
R. H. Fairs	... Scott.	I. L. Skidd	... Enfield.
G. Richardson	... Raleigh.	E. J. Burt	... Norton.
J. S. Wakelin	... Harley.	G. G. Kitson	... Scott.
B. Alan Hill	... Rhode.		
F. J. R. Heath	... Henderson		
E. Wilkinson	... Scott.		
L. V. Freeman	Sunbeam.		

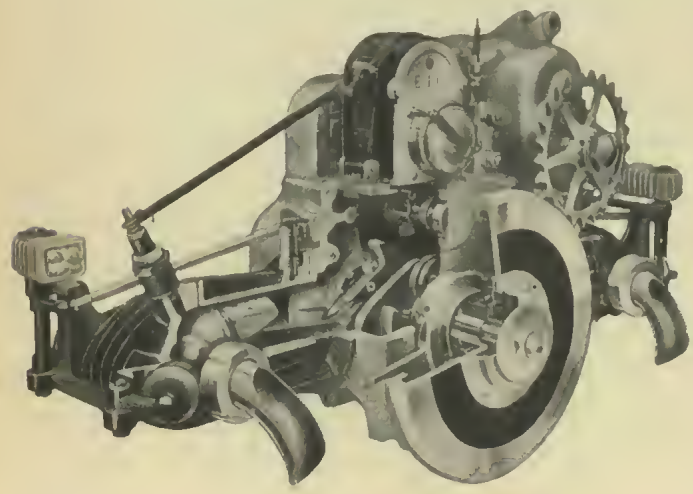
THE OVERHEAD VALVE DOUGLAS.

Some of the Outstanding Constructional Features of a Machine which has done so well in Races and Trials.

GOOD wine, it is said, needs no bush, and it is surely equally true that a good motor-cycle needs no praise. At any rate, there is a certain amount of satisfaction for the pressman who sits down to write a few notes about the Douglas machine, in that its fame relieves him of some of the work, that which otherwise might be drudgery. I mean the delving into the murky past—well, just past, if you like—for where a machine is not too well known, it seems to be expected that the scribe shall waste a good deal of his time and spoil a considerable area of fair white paper, explaining how it came to be and whence. With the Douglas this is not necessary. Even the veriest newcomer to the motor cycling fraternity knows something at least about the Douglas, knows of that special feature of its construction which won it fame at the outset, which fame has, by various devices, been maintained intact ever since. In the case of the Douglas, therefore, any too persistent harking on its past, or concerning the fact that it has a twin horizontal opposed engine, more commonly and popularly known as a "flat twin," will most surely be met by the suggestion that such matters come into the same category as that sad news item about the death of the late lamented Queen Anne.

Not Concerned here with Performances.

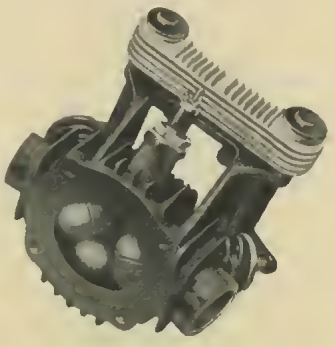
So much for the past history, and for the outstanding features of all Douglases. The more up to date items of its performances on road and track are equally taboo from an article which is supposed to deal only with the mechanical details which, the driver apart, do so much to make the machine capable of achieving those successes. We come, therefore, after this long preamble, to the meat; and the meat, in this instance, is the overhead valve I.O.M. o.h.v. model Douglas Motor Cycle.



DOUGLAS OVERHEAD VALVE ENGINE: NOTE THE COMPACT ARRANGEMENT OF THE GEAR BOX.

Engine Dimensions.

First as to the size of its engine. The machine I have in mind is the 3½ model, which has an engine of 68 mm. by 68 mm. bore and stroke. The cubic capacity of the two cylinders thus dimensioned is 494 c.c., so that the machine itself comes within the 500 c.c. class. The transmission, which includes a three-speed gear box and disc clutch, is all chain, and that, to my mind, is enough of the bare bones of the specification to set us on our way towards discussing the really interesting features.



THE DETACHABLE HEAD, SHOWING THE EFFICIENT ARRANGEMENT OF THE VALVE.

The Valves.

First as to the ingeniously arranged overhead valves. They are overhead, in the sense that they are in the cylinder head with their own heads pointing to the piston. Actually they are set at 45 degrees to the centre line of the cylinder, and are horizontal, merely because the cylinder itself is horizontal. This allows of the maximum possible diameter of valve being used, and, moreover, as may be seen by reference to our illustrations, affords the most efficient design of cylinder head. They are provided each with a pair of springs, and are operated through pushrods from the cam shaft, through rocking levers, the pivots of which are most ingeniously and automatically lubricated through the medium of wicks.

Pistons.

The pistons, which we also illustrate, are of special form and are designed to be of minimum weight, but maximum gas tightness, while providing ample surface to carry the load which is placed upon them by the work which they have to do, without bearing upon the walls of cylinder with an intensity of pressure which will inevitably result in excessive wear of those walls. Reference to the illustration will enable the reader to realise that the actual piston is, in some sense, hardly more than a skeleton, so ruthlessly have its skirts been cut

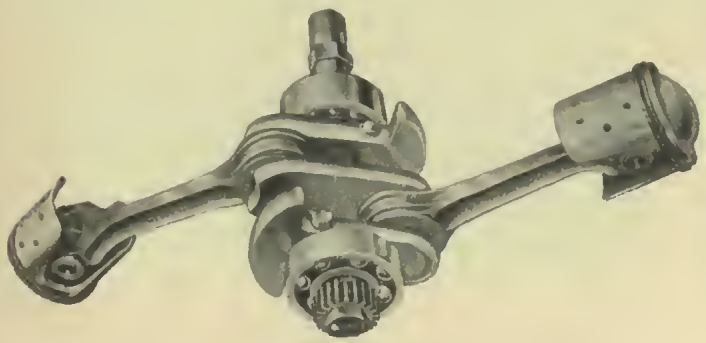
THE OVERHEAD VALVE DOUGLAS—continued.

away. At the same time, it should also be noticed that the portions cut away are only those which are not needed to carry the load, that is to say, those at the side of the connecting rod, while above and below that rod, where the thrust comes, first above and then below, there is ample area to sustain it. That is not the only novel feature about this part of the engine. As a rule, in pistons as ordinarily constructed, the bosses for the support of the gudgeon pin are cast to the walls of the piston and the connecting rod comes between them.

In this case, apparently with the object of increasing the amount of wall which can be cut away at the sides, an entirely different construction has been adopted. The boss for the pin is mounted on a strong web or rib which is cast to the interior of the head of the piston. The gudgeon pin is secured to this central boss, and the connecting rod, which has a forked end, embraces this boss, taking hold of the gudgeon pin at each side. Besides the advantage already named, this construction is also useful as it allows the overall length of the gudgeon pin to be reduced, thus not only decreasing the weight of the reciprocating parts, but also reducing the bending stress in the pin itself which can, therefore, again be made lighter for the load which it has to carry, than is usually possible or safe.

The Crank Shaft.

The crank shaft is of necessity different to the majority as familiar to motor cyclists, if only because of the disposition of the cylinders, and the arrangement of the crank throws. The problem was to provide, in a crank shaft of this kind, which, for strength and reliability, should be in one piece, for its equipment with ball or roller bearings, both as to the big ends of the connecting rods, as well as the main bearings. In the end this object was achieved in a most ingenious manner. The crank shaft is first made quite simply, with plain narrow slab, crank arms small enough to allow the big ends, and double row roller bearings for those big ends to be threaded over them. Detachable balance weights are then slipped over the two outer crank arms, as shown, and their attachment is cleverly designed to serve also as a means of retaining the whole assembly, roller bearings, as well as connecting rods, securely in place.



THE RECIPROCATING PARTS OF THE DOUGLAS AND ITS CRANKSHAFT.

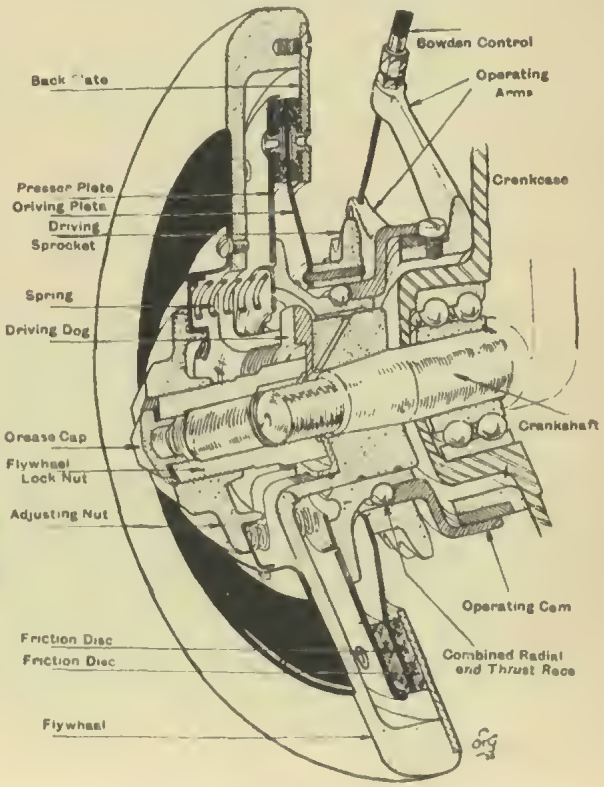
Compact Design: Disposition of the Clutch.

One of the most striking things about this model Douglas is its extreme compactness. At first glance one is inclined to doubt the existence of a gear box at all, and it is only on closer inspection that it is discovered behind and above the engine, neatly mounted on the top of the engine crank case. Before dealing at any length with the gear box, however, I must refer to the Douglas clutch. It is worthy of special mention, if only for the fact that it is on the engine shaft, instead of on one of the slower gear box shafts, which is so often the case. The advantage of having it on the engine shaft is that, since it is revolving so much more quickly, it needs not be so strong to transmit the same power as it has to be when it is carried by a gear box shaft which is seldom moving at more than half the speed of the engine, and which, therefore, necessitates clutch plates of twice the strength to make up for the loss of power resulting from the reduction in speed.

A Car-Type Clutch.

In its disposition of the clutch, the Douglas but emulates, of course, the universal practice amongst cars. There is a further parallel in that the type of clutch which is fitted is the same as that which has proved to be so successful and fool-proof on all kinds of cars, and even on heavy lorries, motor-'buses and char-a-bancs. It is of the disc type in which the driven part of the

(*Continued on page 282*).



DETAILS OF THE DOUGLAS CLUTCH.

A Well-Protected Competitor in the Side-Car Class, London—Exeter.

H. H. S. Keogh, on
London

The Ulster Boxing Day Trials—on a Hairpin Bend on White Bral.

The Opening of the New Darth

Presenting the Prizes at the Ulster M.C.C.

Scene Near Staines During the Recent Floods.

A Sports Rilly, in the ... Exeter.

N. R. White Making the Re-start on White Sheet Hill, with 8 h.p. Coventry Eagle.

...d Road by the Prince of Wales.

All that Remained of the London–Paris Aeroplane which Crashed on Christmas Eve.

Real Protection for Motor Cyclist as well as Passenger.

A Crowd of Sporting Motorists Going for a Dip on Christmas Morning.

THE OVERHEAD VALVE DOUGLAS—continued.

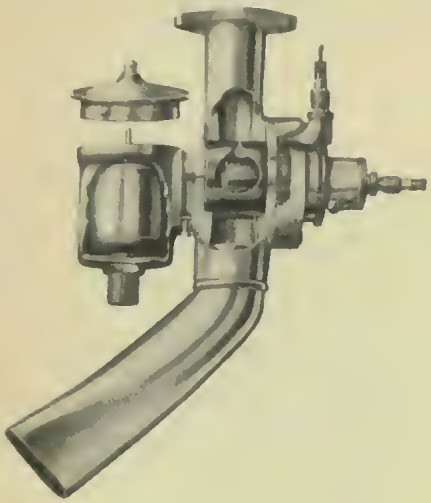
clutch is simply a steel plate which, when the clutch is engaged, is gripped between two rings of " Ferodo " or similar material. These friction rings are pressed together by light springs. When it is desired to release the clutch, positive means are operated to separate these discs and rings, and overcome the resistance of the springs.

Only Six Parts to the Clutch Proper.

We are fortunately able to reproduce a sectional line drawing of this important part of the Douglas. On reference to that illustration, it will be seen that there are only six parts to the clutch ; the flywheel, which, besides carrying out its proper function of maintaining the smooth running of the engine, also serves as a body, or part casing, for this clutch. There is a back plate, which, in the drawing, is the deep ring which is secured to the flywheel by countersunk screws ; the centre plate, which is slightly dished, and is secured to the driving sprocket : and the pressure plate, which is the one upon which the springs act. The back plate, and the pressure plate, also serve to carry the " Ferodo " rings to which reference has already been made.

Ease of Adjustment : Simple Operation.

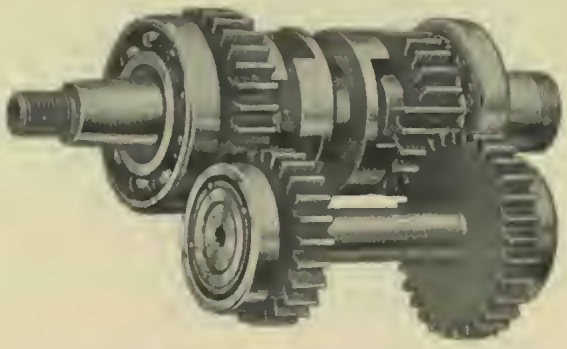
The clutch springs, it will be observed, are carried in a concave ring which is supported by a nut on the outer spindle of the clutch. To adjust the pressure of the springs and the pressure between the plates of the clutch, to alter its load capacity, it is only necessary to screw up this nut. Disengagement is effected through the medium of a Bowden type cable, which rotates the operating cam shown on the drawing, and thus separates the plates.



THE DOUGLAS CARBURETTOR WHICH IS PRACTICALLY AUTOMATIC AND WHICH GIVES SUCH GOOD RESULTS IN PRACTICE.

Accessibility not Overlooked,

The layout of the engine and gear box is, as has been stated, very compact indeed, and it is good to note that this neatness of design has been attained without any sacrifice of that essential : accessibility. The mechanism of the gear box is similar to that of a car, and the top speed of the three which it provides is direct. First and second speeds are engaged by sliding the teeth of adjacent wheels into mesh, one with the other ; the

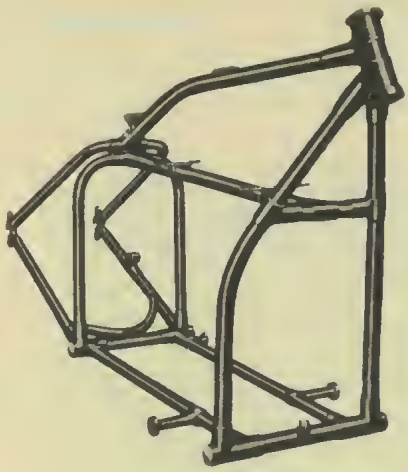


NEAT CAR-TYPE GEAR BOX : NOTE THE CHAMPERING OF THE GEAR TEETH TO FACILITATE ENGAGEMENT.

top gear is engaged by means of dog clutches. Those teeth which have to engage endwise are specially prepared to enable engagement to be effected with the maximum of ease.

Frame Construction.

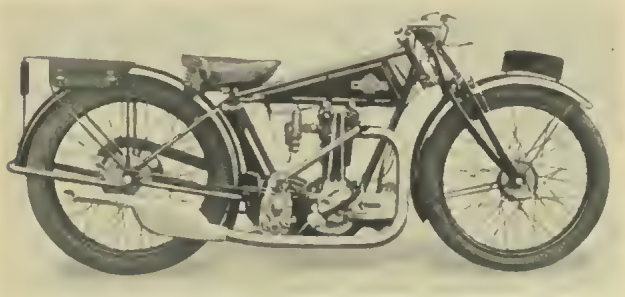
The frame, which is depicted on another of our illustrations, is a model of strength, being almost pyramidal in form, a shape which has been known throughout the ages for its inherent strength. The forks are well known for their capacity to control the machine without having any adverse influence on the steering.



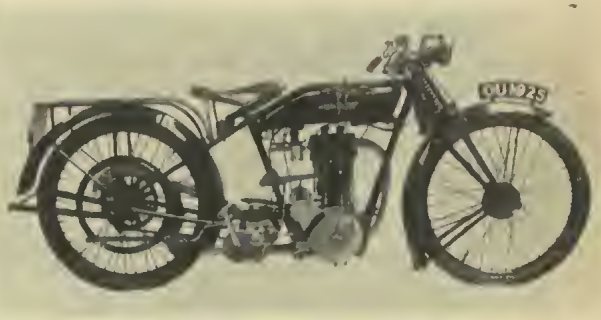
THE PYRAMID-SHAPED FRAME OF THE DOUGLAS.

These are the outstanding points of the I.O.M. Douglas. There is no need for us to give the specification in detail. Any reader can obtain that, and any other information he desires, simply by applying direct to the makers, whose address is, of course, Kingswood, Bristol.

MOTOR CYCLES—and A MORGAN—for 1925.

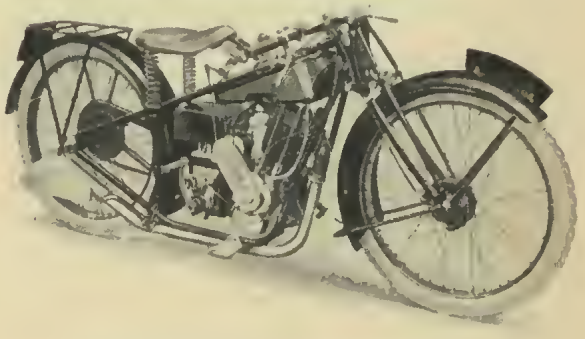


THE SPORTS MODEL (O.H.V.) CÉDOS.

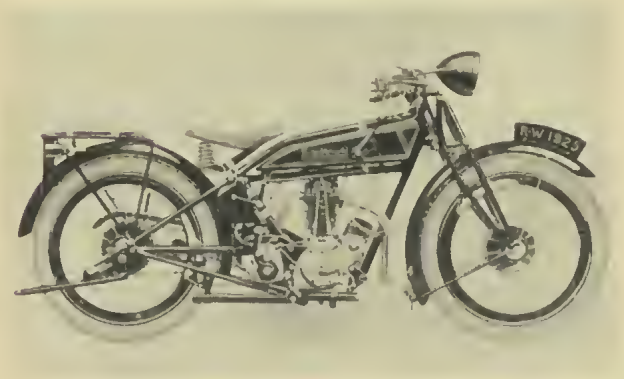


THE QUADRANT SOLO MODEL.

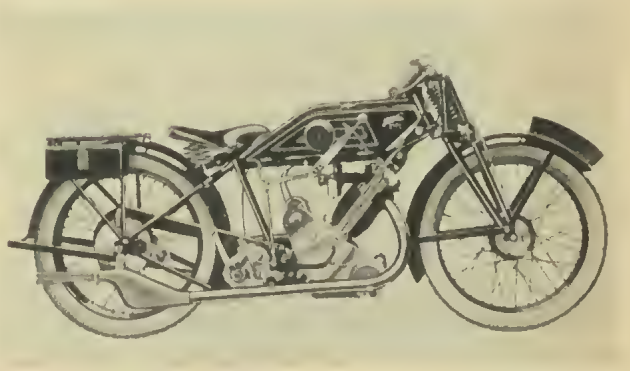
THE OMEGA LIGHTWEIGHT MACHINE.



THE P. & P. OVERHEAD-VALVE MODEL.



THE RUDGE—FOUR VALVES AND FOUR SPEEDS.



THE LATEST P. & M. PANTHER.

THE MORGAN AERO MODEL, a fast Car, which has done very well in sports events.

SPECIAL FEATURES OF THESE MACHINES: Cedos, note the arrangement of the long exhaust pipe and silencer; the Quadrant is an economy machine; Omega: note the accessibility of the driving chassis; the P. & P. might very well be said to be full of meat; the arrangement of the Rudge frame is interesting; the Panther is built for speed, and looks it. The Morgan is admittedly the outstanding real cyclecar of to-day.

Sporting Cars on Road & Track

By 'Open Throttle'

THE AMILCAR.

NAMED the Grand Sports, the Amilcar which we took out for a trial spin the other day, had all the qualifications which the most exacting would desire to find in a sports car. Asked to state what, in our mind, appeared to be its outstanding characteristic, we should reply : its controllability, which made itself evident at all speeds and on all kinds of road surfaces. As it so happened, the conditions were, on the whole, unfavourable. of which we were glad, since it made our test all the more interesting. We tried all kinds of stunts with it, accelerating and braking in circumstances which, in many cases, would have got us into very severe trouble, yet all the time we had the car under entire control. As an indication of its braking and speed capabilities—on the highways we may say that we brought the speed down from 69 miles per hour to nil in less than 50 yards.

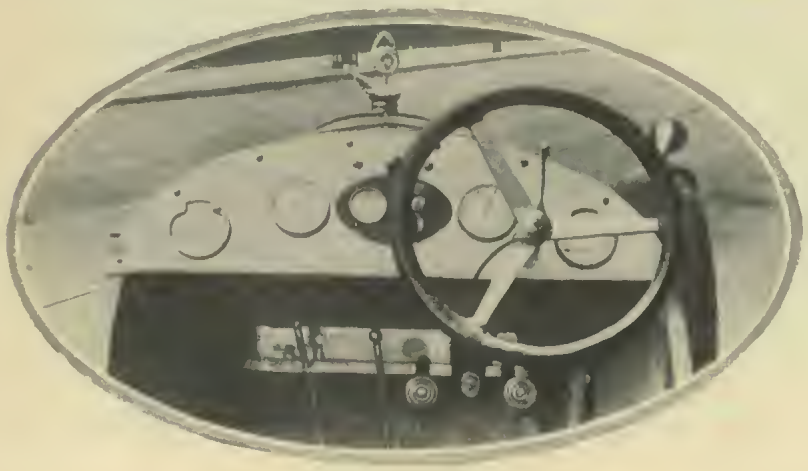
The leather upholstery well matched the grey coloured coachwork. The facia board, of aluminium, is remarkably well equipped, and is surmounted by a pair of windscreens arranged to form a V. There is ample room in the tail of the body for luggage but, of course, no dickey is embodied in this model. We have no hesitation in stating that the general appearance of the car, its lines, and the general design of its bodywork, are such as will please the most critical.

Turning now to a more detailed consideration of the specification of the chassis, starting with the engine, and doing so happened in our case after a successful trial run, we were, on lifting the bonnet, immediately surprised at the apparent lack of material there. The road performance of the car certainly gave us the impression that we were sitting behind an engine of at least 11 h.p., and it was no small surprise to us to discover that actually, we had been carried along by a monster of 1,074 c.c., derived from an engine having four cylinders each of 60 mm. diameter and 95 mm. stroke, giving a horse power, according to Treasury and R.A.C. rating, of no more than 8.9

The valves are of the side by side type, and not overhead, as is most often the case with sports model engines. No cotters are used to support the springs, but instead, each spring rests upon a nut which may be best described as a shoe nut, and this again is backed by a simple lock nut, the arrangement having, as its outstanding advantage, that it considerably simplifies the adjustment of the tappet clearances.

The practice so frequently adopted with racing and sports cars, of affording each exhaust outlet its own separate pipe, is not followed in this chassis. Instead, the four pipes all discharge almost immediately into a large expansion box. It is claimed that this is better, and helps to reduce the back pressure within the cylinders.

Another feature which we found of interest, was in connection with the arrangements for lubricatiug the engine. There is no pump of any sort fitted for circulating the oil. Instead, the flywheel is made to do that duty. As it rotates in its housing, it carries round with it some of the oil which is in the lower portion of the case, this oil is subsequently flung off, and is caught by buckets or troughs which are located in the inside of the housing. From there it runs along suitable

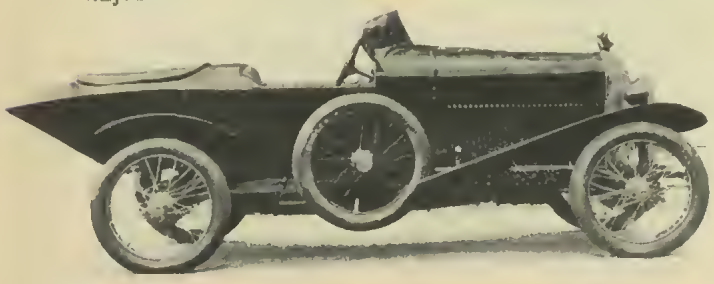


THE VERY COMPLETE DASHBOARD OF THE AMILCAR.

SPORTING CARS ON ROAD AND TRACK—continued.

channels to the various points in the engine case and in the gearbox, where its presence is required.

The electrical equipment includes separate dynamo and starter motor. The former is gear driven, and bolted to the timing case, the starter motor housing is bolted to the clutch housing. Provision is made for adjustment



Showing the Fine Lines of the Amilcar Grand Sports.

We were given the opportunity to examine some of the detail parts of the engine, and can testify to the robust nature of the construction of the power unit as a whole. The connecting rod big ends were exceptionally large for the size of the engine, and the need for ample dimensions in such things as the cam and countershafts, and the timing gears, has evidently not been overlooked. The oil filler is made to do the double duty of serving as oil gauge and dipper. As a minor criticism we should mention that, according to our ideas of things, the filler could with advantage be made with a bigger mouth.

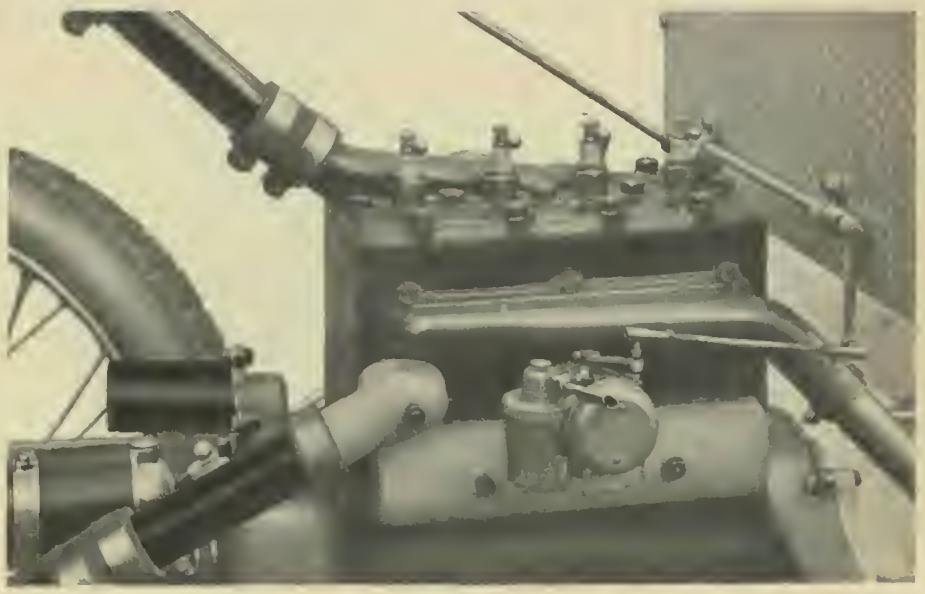
Behind the engine—and the oil pumping flywheel—comes the clutch, which is of the disc type, running in oil, and the gearbox, which provides three speeds forward and one in reverse. It is centrally controlled. Behind that again comes a Hardy type universal joint of special design, with a centreing spigot which prevents lateral movement of one half of the joint with regard to the other, without interfering in any way with its performance as a universal joint.

The rear axle is of the bevel type, with spiral gears, but embodies no differential gear. A good point is the provision for most accurate adjustment of the mesh of these gears, while the whole of the internal mechanism of the axle is accessible after the removal of a cover at the rear of the axle case.

All four brakes are operated together either by the hand lever or the pedal, as may be required. Each pair is compensated and a simple form of adjustment embodying easily accessible wing nuts is incorporated. The operation of the front wheel brakes is ingenious. The operating medium is a plunger, which is actually located within the centre of the steering pivot. As our illustration shows, this plunger is lifted from the bottom by a lever which is controlled by the brake operating gear. On the top end rests the lever which is secured to the expander spindle of the brake proper. The actual contact, between the lever and the top of the plunger, is made by a screw, by which adjustment can be effected.

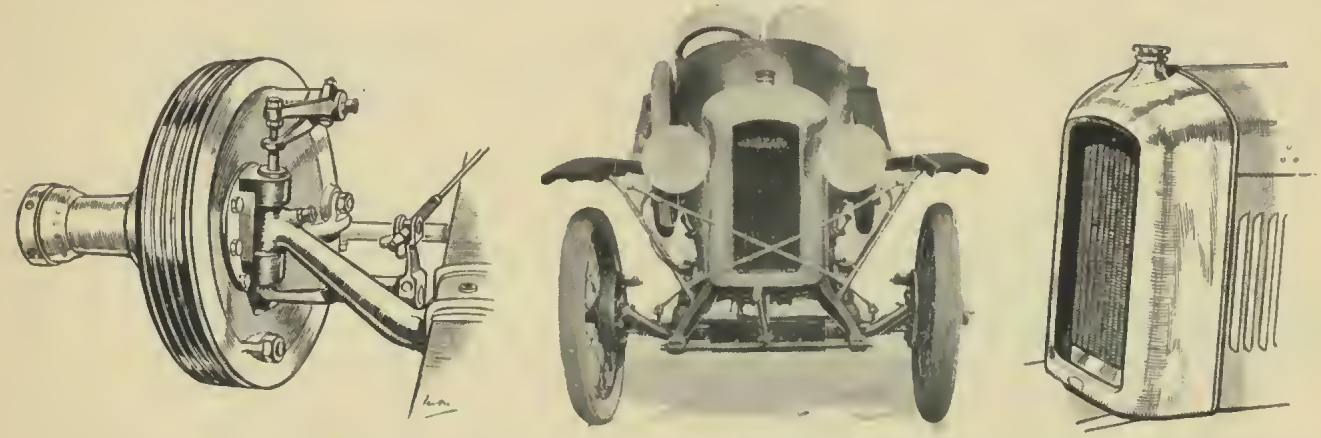
Reference has been made to the efficiency of the springing, and the capacity which the grand Sports Amilcar has for holding the road, a capacity which mainly arises from suitability of suspension. It is therefore of corresponding increased interest to examine the means which are provided whereby this excellence of suspension are obtained. The front springs are semi-elliptic, and the rear springs are quarter-elliptic. To the front springs are fitted half Hartford shock absorbers, and to the rear, which are supported at their butt ends, on a substantial tubular cross member, full Hartfords are fitted.

There is an unusual feature about the design of the frame. Instead of bringing the main side members right back, parallel to one another, they are swept



Near Side of Amilcar Engine as Fitted to Standard Chassis.

SPORTING CARS ON ROAD AND TRACK—continued.



THE DETAILS OF THE FRONT BRAKE, THE RACING FRONT VIEW, AND THE HOODED RADIATOR OF THE GRAND SPORTS AMILCAR

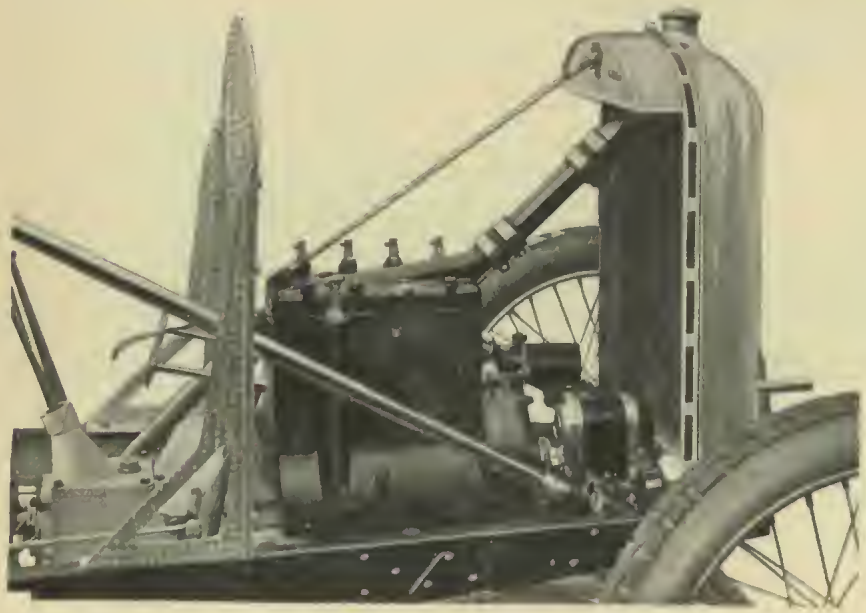
round to conform to the shape of the rear of the sports type body. This may seem a small point, but the arrangement has at least this one good point, it improves the appearance of the back of the car considerably. It is this insweep of the frame which makes it necessary to utilise a tubular cross member for the attachment of the butt ends of the set quarter-elliptic rear springs as is noted above

In the matter of small details, by which, often enough, a car will stand or fall, in the estimation of its purchaser, the makers of the Amilcar have nothing to fear. No split pins are used anywhere on the chassis except on the rear axle. Instead, small "keeper" washers, which turn down over the edge of the nut when it is finally screwed home, are utilised. One advantage of these washers is that they allow of fine adjustment of the parts wherever that is needed as, for instance, in the attachment of the caps to the big ends of the connecting rods.

The facia board equipment is very complete, including revolution counter as well as speedometer. The former is driven from a coupling on the timing case, while the latter derives its motion from the propeller shaft. It is surely an error, however, to supply instruments of this type to the English market figured in Kilometres. Presumably this is a matter which will be rectified shortly.

Rudge-Whitworth detachable wire wheels are fitted, the spare being conveniently located just forward of the driver on the off side. All points requiring the application of grease are equipped for the use of a Tecalemit grease gun—a good point this. The wiring is neat, two junction boxes being fitted in very accessible positions.

The Grand Sports Model is sold with a guarantee that it will do 75 m.p.h., and that its acceleration is such that a speed of 60 miles per hour can be reached in 300 yards. This and other models of the Amilcar can all be obtained from the Sole Concessionnaires, Vernon Balls, of 25, High Street, Fulham, London, S.W.



OFF SIDE OF FORWARD END OF AMILCAR STANDARD CHASSIS.

LIST OF FINISHERS in the LONDON–EXETER.

SOLO MACHINES.

H. B. Browning (596 Scott), F. J. R. Heath (1,301 Henderson), E. Eland (349 B.S.A.), W. S. Bishop (596 Scott Squirrel), I. F. Anderson (350 Indian), W. Bucknell (348 Matchless), H. W. Clark (348 Raleigh), E. A. Marks (350 Indian), H. W. Harrington (346 Zenith), L. N. Stannah (498 Ariel), H. C. Nias (498 Ariel), W. H. Hardman (347 Matchless), G. A. Pidgeon (492 Sunbeam), H. B. Hadfield (348 Ner-a-Car), N. Runnels-Moss (348 Ner-a-Car), H. Crowther (499 Sunbeam), J. B. Perkins (499 Triumph), J. Lewis (499 Sunbeam), J. Stagg (348 Douglas), W. W. Jenkins (346 Monopole), L. G. Smith (348 A.J.S.), F. A. Thatcher (499 Dunelt), George Brough (980 Brough Superior SS 100), B. S. Allen (980 Brough Superior SS 100), E. H. Fielden (170 Powell), H. E. R. Polden (499 Sunbeam), J. P. Wardill (346 Wardill), E. W. Spencer (346 Douglas), C. H. King (346 Douglas), V. C. O. Anstice (346 Douglas), E. W. T. Howard (349 Matador-Bradshaw), J. I. Faulkner (550 Triumph), E. H. Gifford (348 Beardmore-Precision), C. Aschan (496 Beardmore-Precision), M. B. Hutchinson (499 P. and M. Panther), A. H. S. Love (996 Matchless), R. H. White (348 Beardmore-Precision), J. S. Wakelin (989 Harley-Davidson), R. G. Tull (348 A.J.S.), C. J. Wheeler (499 Triumph-Ricardo), T. J. Medlen (348 Ner-a-Car), B. Bragg (490 Norton), C. J. White (499 Triumph), A. T. Clark (344 Zenith), J. J. Boyd-Harvey (348 Raleigh), T. Clark (348 Raleigh), R. J. Low (492 Sunbeam), G. Stannard (350 Grindlay Peerless), G. S. Wright (998 Indian), J. O'Donnell (348 Indian), J. J. Hall (980 P. and P.), W. H. Wells (348 A.J.S.), N. Hall (172 Excelsior), C. V. Bennett (499 Burney), C. A. Lewis (486 Scott Squirrel), C. Lintott (499 P. and M. Panther), G. W. Copeland (490 Norton), A. M. Knill (399 Raleigh), F. H. Knill (348 Raleigh), W. W. Lawrence (492 Sunbeam), T. W. Buckle (348 F.N.), S. G. Huntley (293 New Imperial), S. A. Tomson (494 Triumph), H. H. Barrett (348 Ner-a-Car), N. A. Taylor (499 Rudge-Multi), C. W. Seth (490 Norton), W. H. Kennedy (347 Matchless), H. H. Knights (344 Royal Enfield), R. P. C. Franklin (349 New Scale-Bradshaw), T. G. Meeten (170 Powell), E. A. Cullum (172 Francis-Barnett), F. A. Longman (989 Harley-Davidson), H. R. R. Harte (980 Coventry Eagle), A. Fraser (980 Coventry Eagle), W. A. Bouette (346 Zenith), P. F. Lucas (492 Sunbeam), A. S. Guthrie (498 Scott Super-Squirrel), R. B. Clark (172 Diamond), H. E. Cosby (249 B.S.A.), L. E. Chirney (346 Rudge-Whitworth), A. C. Godfrey (493 B.S.A.), R. A. Kelson (499 Triumph), A. S. Hassell (700 N.U.T.), W. J. Abernethy (348 Douglas), R. Dalton (492 Sunbeam), G. L. Werts (172 Ray), S. C. Hubbard (348 Indian), F. W. C. Bennett (292 O.K.), G. Kuhn (248 Velocette), L. Heller (248 Velocette), W. Driver (499 P. and M. Panther), A. C. Payne (348 Connaught), W. K. Hanning (348 Cedos), J. E. A. Chipling (349 O.K.-Bradshaw).

SIDECARS.

E. A. Bridgman (1,204 Indian), G. Baxter (496 Indian), J. Harrison (596 Indian), R. Snell (799 A.J.S.), H. A. Davies (980 Matchless), P. Pehrson (499 Dunelt), C. W. Vallings (499 Dunelt), E. C. Lunniss (980 Matchless), J. E. Pautard (992 Chater-Lea), F. E. Mockford (798 Raleigh), W. F. Guiver (996 Matchless), L. W. Pearse (980 Brough Superior), H. Karslake (980 Brough Superior SS 100), F. W. Stevenson (980 Brough Superior), P. Pike (588 Norton), L. Parker (494 Douglas), T. J. Ross (996 Matchless), L. C. Ottley (748 F.N.), H. M. Hicks (600 Douglas), C. J. Turner (989 Harley-Davidson), L. A. Welch (348 O.K.), F. J. Ellis (980 Matchless), A. W. Graham (591 Matchless), A. H. Nelson (499 Triumph), E. J. Pittock (980 Zenith), W. Kantlehner (596 Montgomery), B. L. Bird (349 B.S.A.), P. C. Spokes (980 Cedos), A. J. Wheaton (980 Coventry Eagle), R. Chaplin (494 Douglas), T. H. Garner (980 Royal Enfield), W. J. Davies (998 Rex-Acme), W. M. Couper (700 N.U.T.), W. R. Walker (992 Matchless), F. W. Giles (799 A.J.S.), R. J. Andrews (348 A.J.S.), R. E. Humphreys (989 Harley-Davidson), P. Geldard (992 Ariel M.A.G.), A. W. Colton (498 Ariel), A. P. McGowran (499 Triumph), W. H. Julian (980 Zenith), H. E. M. Kingdon (499 P. and M. Panther), E. H. Littledale (498 Ariel), N. R. White (980 Coventry Eagle), G. K. E. Rae (980 Coventry Eagle), F. T. Sibley (346 Rudge-Whitworth), K. J. Woods (499 Rudge-Whitworth), V. E. Oakeshott (499 Triumph), E. O. Spence (989 Harley-Davidson), E. J. L. Strong (989 Harley-Davidson), E. H. Simmons (348 Henley), J. A. D. Connolly (998 Rex-Acme), E. A. Stevens (633 Norton), C. Percival (499 Triumph), W. L. Phillips (770 B.S.A.), R. P. Purnell (349 Connaught), R. Richardson (249 Velocette), R. L. Bowes (980 Brough Superior), M. O'Reilly (980 Zenith), E. J. Kehoe (499 P. and M. Panther Cub).

THREE-WHEELERS.

H. C. Jacobs (Morgan), F. W. Dame (Morgan), H. W. Holmes (Morgan), S. A. McCarthy (Morgan), J. Richardson (Morgan), A. C. Maskell (Morgan), S. G. Smith (Morgan), J. L. Goddard (Morgan), R. D. Smith (Morgan).

CARS.

239 P. W. White (12 h.p. Lagonda). 240 H. Stevens (12 h.p. Lagonda). 241 W. E. Bliss (10-15 h.p. Fiat). 243 S. J. Marks (9.8 h.p. Salmson). 244 W. Urquhart Dykes (12-50 h.p. Alvis). 245 A. R. Abbott (11 h.p. Clyno). 246 V. A. Bruce (16 h.p. A.C.). 247 E. H. Channon (11.9 h.p. Morris-Cowley). 248 F. Broomfield (11.9 h.p. Palladium). 249 H. Sangster (8.9 h.p. Ariel). 250 P. H. Jones (10 h.p. Ariel). 251 H. G. Pope (10.8 h.p. Imperial). 252 R. G. Jackson (10.8 h.p. G.W.K.). 253 R. S. Prior (10.8 h.p. G.W.K.). 254 H. Holt (10.8 h.p. G.W.K.). 255 F. Pownall (8 h.p. Senechal). 256 C. Anthony (8.2 h.p. Senechal). 257 T. Heaton (8 h.p. Senechal). 259 A. W. Brittain (10 h.p. B.S.A.). 260 T. A. McKenzie (9 h.p. McKenzie). 261 H. G. Macklin (22.4 h.p. Ford). 262 A. G. Gripper (14 h.p. Delage). 263 G. O. Ford (11 h.p. Riley Sports). 264 J. G. Biss (13 h.p. H.E. Sports). 265 F. Begley (11-40 h.p. Riley). 267 R. M. Brown (7 h.p. Austin). 268 H. E. Hewens (11.9 h.p. Morris-Cowley Sports). 269 A. W. Wood (11.9 h.p. Morris-Cowley). 270 D. M. Letts (11.4 h.p. Humber). 271 A. H. Loughborough (15.9 Bentley). 272 W. H. Oates (12 h.p. Lagonda). 273 F. King (12 h.p. Lagonda). 275 R. Twelvetrees (11.9 h.p. Bean). 277 W. H. Shepherd (10,8 h.p. Riley). 278 W. G. Nicholl (11.4 h.p. Bugatti). 280 H. F. Pedlar (11.9 h.p. Morris-Cowley). 281 C. H. Kemp (12 h.p. Palladium). 182 R. Straker (24–80 h.p. Straker-Squire). 283 C. L. Simon (9.5 h.p. Salmson). 284 I. J. Higgs (10 h.p. Salmson). 285 M. Richoux (10.37 h.p. A.B.C.). 287 A. B. Lavy (11.9 h.p. Bugatti). 288 P. C. Polhill (11.8 h.p. Deemster). 289 H. Slater (15.7 h.p. A.C.). 290 H. H. Vaughan Knight (10.4 h.p. Windsor). 291 R. C. Glazier (10.4 h.p. Windsor). 292 A. F. Milne (10.4 h.p. Windsor). 293 H. Jefferis (11.9 h.p. Frazer-Nash). 294 E. Hillary (12 h.p. Frazer-Nash). 295 H. J. Aldington (11.9 h.p. Frazer-Nash). 296 R. K. G. Garland (10 h.p. Salmson). 297 R. Thomas (12.8 h.p. Austin). 298 J. Eddy (7.8 h.p. Austin). 299 F. L. M. Harris (12 h.p. Lagonda). 301 A. J. Phippen (11 h.p. Riley). 302 A. Gruzelier (18.9 h.p. Oakland Six). 303 J. F. St. G. Shaw (11 h.p. Riley). 304 N. H. Keep (11.9 h.p. Frazer-Nash). 305 J. H. Jeffery (11.9 h.p. G.N.). 308 H. Goodwin (14 h.p. Bean). 309 S. Griffiths (14 h.p. Bean). 310 A. F. Milne (11.9 h.p. A.B.C.). 311 D. C. Clark (12 h.p. Austin). 312 H. Collyer (10 h.p. Swift). 313 W. V. Radford (10 h.p. Swift). 314 S. T. Butt (11.9 h.p. Morris-Cowley). 316 C. Baggallay (11.9 h.p. Morris-Cowley). 317 K. W. B. Sanderson (10 h.p. Ariel). 318 D. W. F. Bonham Carter (7 h.p. Jowett). 319 H. E. K. Sawtell (10.8 h.p. Bayliss-Thomas). 320 Sir John Shaw (9 h.p. Frazer-Nash G.N.). 321 A. E. F. Donelly (10.8 h.p. Riley). 322 C. M. C. Turner (7.6 h.p. Gwynne). 323 P. J. L. Twitchett (11.4 h.p. Standard). 324 Bruce E. Belfield (11.9 h.p. Aston-Martin). 325 V. G. Wallsgrove (10.8 h.p. Riley-Sports). 327 G. J. Chambers (12-50 h.p. Alvis Super Sports). 328 O. Clark (11.9 h.p. G.N.). 329 H. F. Heywood (12-35 h.p. G.N.). 330 L. G. Hornsted (31 h.p. Excelsior). 331 H. J. Waters (11.3 h.p. Mathis). 332 M. C. Breese (9.5 h.p. Rhode). 333 R. J. Munday (25-30 h.p. Crossley). 334 R. T. Hornton (10 h.p. Lea-Francis). 335 C. R. Shoults (10.4 h.p. A.B.C.). 336 W. H. Jensen (14 h.p. Rover). 337 A. A. Attwood (11 h.p. A.B.C.). 338 G. H. Booker (22 h.p. Chrysler). 339 W. J. Brunell (12.20 h.p. De Dion). 340 C. W. G. Holmes (8.3 h.p. Renault). 341 J. Havers (10.8 h.p. Riley). 342 F. M. Gwynn (8-10 h.p. Frazer-Nash G.N.). 343 V. S. Balls (8.9 h.p. Amilcar). 344 R. H. Etherton (10 h.p. Salmson). 350 G. W. Wilkin (9.8 h.p. Lea-Francis). 351 H. Woollen (9.8 h.p. Lea-Francis). 352 A. R. H. Stewart (10-22 h.p. Singer). 353 L. Beadle (16 h.p. Waverley).

LIST OF FINISHERS in the LONDON—EXETER—continued.

CARS—continued.

354 H. R. Guest (10.5 h.p. Wolseley). 356 A. Lalli (10 h.p. Aurea). 357 J. W. Wills (11 h.p. Clyno). 358 J. P. Dingle (12 h.p. Austin). 359 S. C. H. Davis (12 h.p. Austin). 360 J. M. Pinkerton (11.9 h.p. Bugatti). 363 T. A. Dennis (12-40 h.p. A.B.C. Super Sports). 364 A. H. Jones (12 h.p. A.B.C.). 365 A. F. Elliott (12 h.p. A.B.C.). 368 S. E. A. Watson (10.8 h.p. Surrey). 370 H. C. S. Hordern (12-50 h.p. Alvis Super Sports.) 371 C. Abbott-Brown (12-50 h.p. Alvis Sports). 372 H. H. S. Keogh (10.8 h.p. Riley). 374 W. Bolton (13.9 h.p. Westwood). 375 C. S. Jillings (20.9 h.p. Maxwell). 377 W. G. Boyer (13 h.p. H.E.). 378 C. B. Moss Blundell (9.5 h.p. Rhode). 379 Rex G. Mundy (15-40 h.p. Bianchi). 380 H. E. Tatlow (12-40 Lea-Francis).

A ROAD TEST OF THE D'YRSAN.

Some time ago we had the pleasure of reviewing the D'Yrsan three-wheeled cycle car, but at the time we were not able to test it on the road. A fitting opportunity presented itself a few days ago, when we were able to take a short trial trip in the Demonstration Model.

This model has done over 7,000 miles on the road already, and needs decarbonising. This, in a way, however, made the test more interesting, as notwithstanding its condition—or lack of it—the engine showed very little signs of distress, taking into consideration its diminutive dimensions, 750 c.c.

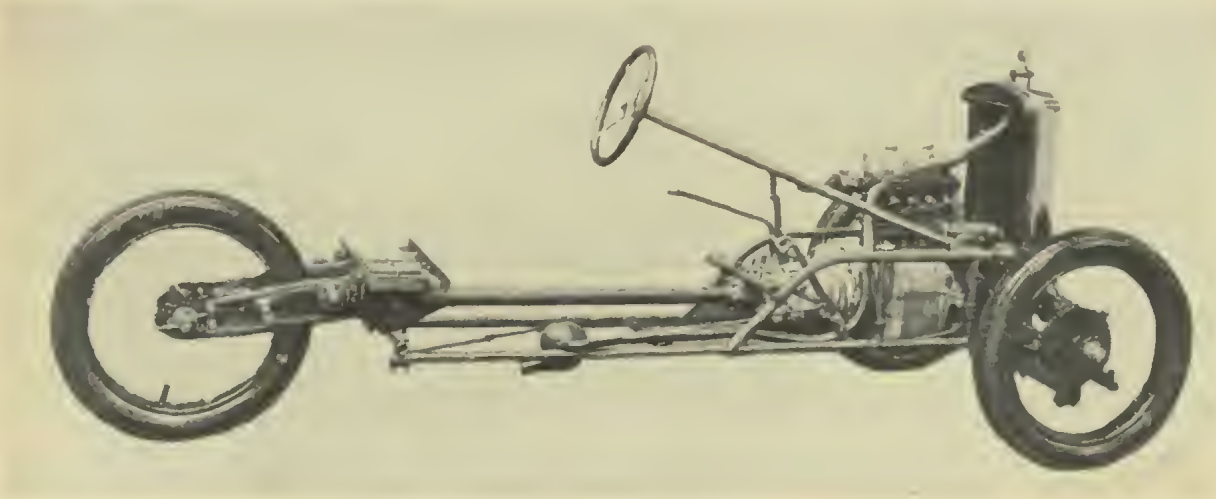
It was exceptionally lively and showed considerable powers of acceleration. The gear box ratios appear to have been very suitably chosen, and the handling of the gears was delightful; changing up and down at any speeds was possible with very little clutch work.

The seating accommodation on the model we tried was rather cramped, but we understand that the machines now being imported into this country have been greatly improved in this respect.

The suspension was all that could be desired on a sports machine; the front springing especially is worthy of mention, this being by two transverse cantilevers attached to the chassis at their centres, thus giving independent action to each wheel.

Although the road conditions were bad, skidding seemed to be practically impossible, and that the brakes could be utilised to their utmost without fear of sideslip. As we mentioned before, the brakes take effect one on the front wheels, the other on the drum on the cross shaft of the bevel reduction gear. Incidentally, this allows the rear wheel, which is connected to the reduction gear by a heavy driving chain, to be immediately accessible for quick removal. The back wheel is sprung by half cantilevers, supplemented by Houdaille shock absorbers.

Any test of top gear speed was impossible on our trial, but the Sports Model is capable of 70 miles an hour, and is claimed that it will keep up 50 miles an hour for as long as one likes. We should imagine that the machine has very good road holding properties. It is notorious that manufacturers have been hard put to it to design a three-wheeled cycle car which is at one and the same time a thing of beauty and yet cheap to produce. The D'Yrsan people claim to have achieved this. The price of their standard tourist model is £150, which now includes electric lighting, spare wheel and tyre, spare inlet and exhaust valve, and windscreen and hood. A very neat electric starter can be fitted for an extra £10. The sports model sells at £160. Trailers, Ltd., 73-74, Windsor House, Victoria Street, London, are the sole Concessionaires.



Chassis View of the D'Yrsan Cyclecar.

Round the Clubs

ILKLEY & DISTRICT M.C.

The list of competitive events for the current year was brought to a close on November 26th with a novel "check spotting" evening reliability trial. The course consisted of a seven miles circuit from Otley through Weston and Askwith to the top of Snowdon Moor, and back to Otley *via* Carr Bank. The circuit had to be traversed at a speed of 15 miles per hour. There were four checks, and on the first circuit these were indicated by a white light. On the second round, however, there was no indication, but competitors had to pull up in exactly the same place. An error entailed a penalty of 20 marks, and there were also penalties for errors in speed. The winner was Mr. Herbert Payne, of Otley, driving a 15.9 Hotchkiss car, who accurately spotted all the checks, but lost 15 marks for errors in time. He wins outright a silver cup presented by Mr. W. S. Crowthers, of Otley. Mr. Payne has assisted in organising numerous events during the year, but this was the first time he had taken part as a competitor. His success was very popular. Second place was gained by E. Hey, of Addingham, riding a Norton combination, with error of 23 marks; and third by F. Jones, of Bradford, driving a 11.9 Standard car, with an error of 29 marks. There were 13 entries. Supper followed at headquarters, the Black Horse Hotel, Otley.

Ilkley and District Club figured prominently among the prize winners at the annual dinner of the Yorkshire Centre of the Auto-Cycle Union. In addition to the Haggas Shield for the Yorkshire Centre Club Team Championship, members received nine gold medals, three silver medals, and one bronze medal for successful performances in various events.

The Hon. Secretary is Mr. J. H. Holmes, The Garage, Station Road, Otley.

The Annual Dinner and Prize Distribution at headquarters the Black Horse Hotel, Otley, on December 10th, was a brilliant success. Over 100, including ladies, attended. The president (Mr. Fred Waite) presided, and the prizes were presented by Mrs. Waite. They made a handsome collection, comprising 24 silver cups (apart from a number of miniatures), 16 gold medals, 19 silver medals, and a like number of bronze. The Haggas Shield, the championship trophy won in the Yorkshire Centre Team Trial without the loss of a single mark, occupied the place of honour.

The toast of "The A.C.U. and the Yorkshire Centre" was proposed by Mr. H. Payne, Mr. F. B. Roper, of Sheffield, responded on behalf of the A.C.U., and Mr. T. W. Monkhouse, of Harrogate, on behalf of the Yorkshire Centre. Mr. W. A. Dovener, Hon. Secretary of the Yorkshire Centre and of the Bradford Club, proposed the toast of the Club, and Mr. J. H. Holmes (Hon. Secretary), in reply, said the season had been one of the most successful—if not the most successful—in the history of the Club. It would be hard to find another Club in Yorkshire with a list of outstanding performances in the Ilkley and District Club's own particular speciality, namely, reliability trials. Next season it was proposed to run fewer trials and offer more prizes. Mention of the probability of the competitors in the Stock Trial lunching at Otley on two days was received with enthusiasm. The most popular toast of the evening was that of "The President," with which was coupled the name of Mrs. Waite. It was proposed by Mr. H. W. Preston, and accorded musical honours. The toast of "The Press" was submitted by Mr. H. W. Robinson, who referred to the general excellence of the trade journals. During the evening a presentation of a silver rose bowl was made to Mrs. Kerr, daughter of the hotel proprietress, on the occasion of her recent marriage.

Speaking at the Annual Dinner of the Ilkley and District Motor Club on December 10th, Mr. T. W. Monkhouse, Vice-President of the Yorkshire Centre, A.C.U., referred to the agitation against cyclists carrying rear lights, and said the logic of the agitators was about as bad as their mathematics. In a letter to the Press, Mr. T. M. Caldwell, consul, Cyclists' Touring Club, had stated that there were six million bicycles in England, and only half-a-million motors. One had only to look at the returns to see that there was a million. Then Mr. Caldwell said the value of the cycles was equal to that of the motors. The average value of a bicycle to-day was £8, a total of £48,000,000. At the same ratio the average worth of the motors was £48—a ridiculous suggestion. Mr. Caldwell, like many others, forgot one thing. That was that all were users of the road together. Yet it seemed as if some people wanted to push all responsibility for danger on to the motorists. Surely the motorists were entitled to consideration. Advocates of no rear lights were taking a responsibility of urging cyclists to run a danger they ought not to run. "All we ask is to be left alone," was Mr. Caldwell's final plea. That, replied Mr. Monkhouse, was what the stage coachmen said in the old days. These advocates were living in the last century. They were asleep. They were Rip Van Winkles. They were sluggards. All they wanted was to be left asleep. It was for the motorists to awake them to their danger.

Mr. Monkhouse also referred to the danger from glaring headlights, and advocated that there should be a maximum and minimum candle power for all motor vehicles. Another suggestion was a device by which motor cars could show a green light at the rear when they were about to pull up, as a warning to following traffic.

ROUND THE CLUBS—continued.

STALYBRIDGE & DISTRICT MOTOR CLUB.

The Club were again favoured by fine dry weather for their last event of the season, for it was admittedly taking somewhat of a risk to hold Speed Trials so late on in the season, this also no doubt accounted for the falling off in entries as compared with recent previous events, otherwise the event was just as successful as the Club's other meetings have been, and although there was not a record number of competitors, quantity was made up for by quality as can be judged when such well known Northern riders as the following were some of the competitors: H. Hudson, E. Searle, L. Slater, L. Padley, F. Brockbank, C. Waterhouse, E. W. Spencer, etc.

It was expected that this event would see some new records put up for the course, but although this was the intention of several of the competitors, their intentions failed to materialise, for times on the whole were slightly slower than those recorded at previous meetings, this can be accounted for by the weather, which although fine and dry, was very cold and no doubt had an adverse effect on carburation, as a matter of fact several riders said that this was their chief trouble.

The only records to be made during the event were the 550 and 750 c.c. Flying Start Sidecar Classes, in which E. Searle with his Norton managed to improve his previous record by 1/16th of a second. The star performance was undoubtedly put up by this rider as he not only secured the above-mentioned records, but also put up fastest solo and sidecar times of the day and collected no fewer than fourteen First and two Second Class awards. A record to be proud of. He was hotly pursued in the solo classes by Spencer, Brockbank and Hawthorne, but none of them were able to put up faster times. In the Standing Start Sidecar Classes, H. Hudson managed to beat Searle by a very short margin, and it was expected that he would do something great in the Flying Starts, but he had to retire owing to mechanical trouble, thus leaving the event open to Searle. F. Brockbank in securing a good number of places is due for praise as this was the rider's first acquaintance with the Stalybridge Course, so that next season we should see this rider further up the awards list.

As usual, the same course was used which is always used by the Club, a private road with a smooth concrete surface. The distance used is just one-third of a mile, with an average gradient of one in twenty-five, included in the course are two bends, one just at the start and the other at the finish, which when one knows them well, can both be taken "all out." I mention this, as some people thank that these bends are sharp corners and unsafe for speed, but the safety margin can be judged when it is realised that some of the competitors in the past season's events are taking the finishing bend at a speed of *well over* 80 m.p.h. The method of running the events during the season has been very successful, and is that competitors are given two runs up the course, *e.g.*, two runs each for the standing and flying start, solo and sidecar, and their best time is taken to count in all classes entered. By this means the events have been run off very quickly to the appreciation of all concerned. Timing is by stop watch, timing to one-sixteenth of a second operated by electric contact by breaking a cotton at the start and finish.

			Secs.	m.p.h.
550 c.c. Sidecar Class. Standing Start.				
1st	E. Searle	490 c.c. Norton	22 15/16	= 52.31
2nd	L. Padley	490 c.c. Norton	23 12/16	
3rd	L. Slater	490 c.c. Norton	23 15/16	
750 c.c. Sidecar Class. Standing Start.				
1st	E. Searle	490 c.c. Norton	22 15/16	= 52.31
2nd	L. Padley	490 c.c. Norton	23 12/16	
3rd	L. Slater	490 c.c. Norton	23 15/16	
1,000 c.c. Sidecar Class. Standing Start.				
1st	H. Hudson	976 c.c. Tornado-Anzani	22 14/16	= 52.46
2nd	E. Searle	490 c.c. Norton	22 15/16	
3rd	L. Slater	490 c.c. Norton	23 15/16	
Unlimited c.c. Sidecar Class. Standing Start.				
1st	H. Hudson	976 c.c. Tornado-Anzani	22 14/16	= 52.46
2nd	E. Searle	490 c.c. Norton	22 15/16	
3rd	L. Slater	490 c.c. Norton	23 15/16	
550 c.c. Sidecar Class. Flying Start.				
1st	E. Searle	490 c.c. Norton	19 8/16	= 61.53
2nd	L. Padley	490 c.c. Norton	20 12/16	
3rd	L. Slater	490 c.c. Norton	20 14/16	
750 c.c. Sidecar Class. Flying Start.				
1st	E. Searle	490 c.c. Norton	19 8/16	= 61.53
2nd	L. Padley	490 c.c. Norton	20 12/16	
3rd	L. Slater	490 c.c. Norton	20 14/16	
1,000 c.c. Sidecar Class. Flying Start.				
1st	E. Searle	490 c.c. Norton	19 8/16	= 61.53
2nd	L. Slater	490 c.c. Norton	20 14/16	
3rd	H. Brockbank	490 c.c. Norton } Tie	21 0	
3rd	E. Spencer	494 c.c. Douglas } Tie	21 0	
Unlimited c.c. Sidecar Class. Flying Start.				
1st	E. Searle	490 c.c. Norton	19 8/16	= 61.53
2nd	L. Slater	490 c.c. Norton	20 14/16	
3rd	H. Brockbank	490 c.c. Norton } Tie	21 0	
3rd	E. Spencer	494 c.c. Douglas } Tie	21 0	
1,600 c.c. Car Class. Standing Start.				
1st	T. Leadbetter	11 h.p. Alvis Car	32 3/16	
2nd.	T. H. Ratcliffe	11 h.p. Riley Car	36 1/16	
1,600 c.c. Car Class. Flying Start.				
1st	T. Leadbetter	11 h.p. Alvis Car	27 12/16	
2nd	T. H. Ratcliffe	11 h.p. Riley Car	31 5/16	
			Secs.	m.p.h.
350 c.c. Solo Class. Standing Start.				
1st	L. Hawthorne	349 c.c. Sheffield-Henderson	20 4/16	= 59.27
2nd	L. Booth	344 c.c. New Imperl.	22 1/16	
550 c.c. Solo Class. Standing Start.				
1st	E. Searle	490 c.c. Norton	19 11/16	= 60.95
2nd	E. Spencer	494 c.c. Douglas	19 12/16	
3rd	L. Hawthorne	349 c.c. Sheffield-Henderson	20 4/16	
750 c.c. Solo Class. Standing Start.				
1st	E. Searle	490 c.c. Norton	19 11/16	= 60.95
2nd	E. Spencer	494 c.c. Douglas	19 12/16	
3rd	H. Brockbank	490 c.c. Norton } Tie	20 6/16	
3rd	L. Padley	490 c.c. Norton } Tie	20 6/16	
1,000 c.c. Solo Class. Standing Start.				
1st	E. Searle	490 c.c. Norton	19 11/16	= 60.95
2nd	E. Spencer	494 c.c. Douglas	19 12/16	
3rd	H. Brockbank	490 c.c. Norton	20 6/16	

ROUND THE CLUBS—continued.

UNLIMITED c.c. CLASS SOLO. Standing Start.

1st	E. Searle	490 c.c. Norton	19 11/16 =60.95
2nd	E. Spencer	494 Douglas	19 12/16
3rd	H. Brockbank	490 c.c. Norton	20 6/16

350 c.c. SOLO CLASS. Flying Start.

1st	L. Hawthorne	349 c.c. Sheffield-Henderson	17 12/16 =67.61

550 c.c. SOLO CLASS. Flying Start.

1st	E. Searle	490 c.c. Norton	16 15/16 =70.84
2nd	E. Spencer	494 c.c. Douglas	17 4/16
3rd	H. Brockbank	490 c.c. Norton	17 5/16

750 c.c. SOLO CLASS. Flying Start.

1st	E. Searle	490 c.c. Norton	16 15/16 =70.84
2nd	E. Spencer	494 c.c. Douglas	17 3/16
3rd	H. Brockbank	490 c.c. Norton	17 5/16

1,000 c.c. SOLO CLASS. Flying Start.

1st	E. Searle	490 c.c. Norton	16 15/16 =70.84
2nd	E. Spencer	494 Douglas	17 4/16
3rd	H. Brockbank	490 c.c. Norton	17 5/16

UNLIMITED c.c. CLASS SOLO. Flying Start.

1st	E. Searle	490 c.c. Norton	16 15/16 =70.84
2nd	E. Spencer	494 c.c. Douglas	17 4/16
3rd	H. Brockbank	490 c.c. Norton	17 5/16

Special Award for Fastest Time of the Day: E. Searle, 490 c.c. Norton.

The Hon. Secretary is Mr. A. B. Cliffe, Trinity Works, Trinity Street, Stalybridge.

NORTH LONDON MOTOR CYCLING CLUB.

The Fifth Annual Dinner was held on December 6th, in the Gordon Saloon at The Holborn Restaurant, London, where a large gathering of members and guests partook of an excellent repast. The chair was occupied by the President, Professor A. M. Low, D.Sc., F.R.G.S., F.C.S., etc., supported by two of the Club's Vice-Presidents, Mr. A. J. M. Ivison and Mr. Bernard Staley, the latter being the founder of the Club.

Following the loyal toast a number of telegrams, genuine and otherwise, were read, amongst the senders being the Chairman of the Highgate Bench and "Mr. A." regretting their inability to attend for various appropriate reasons.

Speeches were few, brief, and mostly in humorous strain, whilst the lady members were prominent in making several excellent responses to various toasts.

Professor Low kept the proceedings alive to the fullest extent and spoke of the excellent work the Club had done during the past five years in fostering and encouraging the sport in North London. He emphasised the fact that the North London M.C.C. was one of the few organisations which studied the social and sporting motorist in equal proportions, and considered that along such lines lay the success of club life. As an example of a sporting-social event, he instanced the London Rally of Motorists which attracted over 1,200 enthusiasts to the Alexandra Palace last Whit Monday.

SOME WATER SPLASH: A SCENE DURING THE RECENT HEAVY FLOODS ALONG THE THAMES VALLEY.

ROUND THE CLUBS—continued.

The Honorary Secretary, Mr. Alan W. Day, briefly outlined the activities of the Club during the 1924 season and stated that the weather had caused several important events to be cancelled. He also dwelt upon the many recent attempts to form a multitude of small local clubs, and proved that the interests of the sport as a whole were not best served by misguided, though well-meaning, local endeavours. During the past three years no fewer than eight local clubs have been formed in North and North-West London, seven of which are now defunct.

An excellent musical and vocal programme was presented and the season's awards were presented by the President.

Preparations for the 1925 Fixture List are now in hand and full details of membership are obtainable from Mr. Alan W. Day, "Claremont," Ballards Lane, Finchley, N. 3 (Telephone: Finchley 175).

WEST BIRMINGHAM MOTOR CYCLE CLUB.

This Club's Annual Half-Day Winter Trial was run as an invitation trial open to members of the Birmingham University M.C., Sandwell M.C.C. and West Birmingham M.C.C. The course included three hills, several small water-splashes, some thirty miles of muddy and grass grown lanes and six time checks. These latter were responsible for most of the marks lost.

Out of an entry of 32, only 14 completed the course.

TURNER CUP and GOLD MEDAL for best performance—N. P. O. Bradley. 4¼ Sunbeam and Sidecar

NICHOLSON CUP for best amateur performance—J. C. H. Johnson. 2¾ Sunbeam.

Under 350 cc.	Gold Medal	A. C. Cope	Velocette.
	Silver Medal	E. P. Willoughby	P. & P.
	Bronze Medal	C. A. E. Booker	A. J. S.
Over 350 c.c.	Gold Medal	G. E. W. Johnson	Sunbeam.
	Silver Medal	O. Glydon.	Norton.
	Bronze Medal	A. C. Scribbans	Triumph-Ricardo
Sidecars	Gold Medal	N. P. O. Bradley	4¼ Sunbeam.
	Silver Medal	W. H. Humphreys	3½ Sunbeam
Cars under 1500 c.c.	Gold Medal	H. B. Wren	10 Wolseley.
	Silver Medal	T. A. McKenzie	9 McKenzie.
	Bronze Medal	M. G. Cantacuzino	10.8 Riley

No competitor was allowed to take more than one premier award.

The Hon. Secretary is Mr. O. Glydon, 7, Broughton Road, Handsworth, Birmingham.

MIDDLESBROUGH & DISTRICT MOTOR CLUB.

The Middlesbrough Motor Club's annual ball holds a very high place in order of precedence in social functions. Since its inception five years ago the "Motor Club dance" has steadily gained prestige, going from success to success, and the only complaint one heard at the close of the latest and best, held recently, was that it had been all too short. There is no greater compliment.

An attempt was made to obviate the irritating blanks between numbers, two orchestras being engaged to play alternately. The scheme worked well, and the 'tween dance pauses were of extremely short duration after both bands had settled down to the job. No fault could be found with the music. All the newest dance numbers were played, and three or four encores per dance signified, unmistakably, the approval of the company. If Mr. Lowther Carroll's waltzes were exceptionally popular with the dancers, the fox-trot syncopation of the Linthorpe Assembly Rooms orchestra was not behind in guests' esteem.

The hall was beautifully decorated, whilst even the vault-like crypt had been transformed into an inviting supper room by the genius of Mr. George Buck, and the repast provided by Mrs. E. Smith was in every way worthy of the occasion.

Over 400 attended the dance, so that, socially and financially, the fifth annual Motor Club Ball can be said to have been an outstanding success.

The Hon. Secretary is Mr. A. V. Buttress, 18, Ayresome Park Road, Middlesbrough.

YORKSHIRE CENTRE A.C.U.

At the fourth annual dinner of the above Club, which was held at the Victory Hotel, Leeds, considerable satisfaction was expressed at the decision of the parent body to hold the Stock trials in that county again. Mr. J. Couchar, in proposing the toasts of the A.C.U., pointed out that a very considerable proportion of the membership of Yorkshire clubs were car owners, who joined, just for the sake of the sporting events which were promoted by motor cycling bodies. As at present constituted, the A.C.U. had no power to promote events in which cars could be included, and he thought that the time was fast approaching when the A.C.U. should endeavour to keep in touch at any rate with the members of motor cycling clubs, who deserted the cycle for the small car.

UXBRIDGE & DISTRICT L.C. & M.C.C.

The last sporting event of the season, as promoted by this club, was the Thomas Cup Trial. The entry list was a satisfactory one, and so also was the proportion of actual starters. The course, which was over two twenty-mile circuits, included some quite difficult colonial sections, amongst them a muddy footpath along which the majority had to push their machines for some at least of its length. In the result the Cup went to J. Nicholls who, riding a Norton, was dead on time for both circuits. G. C. King, on an A.J.S., came in second, being half a minute late, while Goddard, also on a Norton, won the third prize, being one minute early.

THE WIGAN AUTO CLUB.

This comparatively newly formed club wound up its first season by a very successful dance at the Court Hall, King Street, when members and friends to the number of about a hundred spent a very pleasant evening touring to the strains of an excellent Jazz band. Prizes were distributed during the interval, after a few remarks by the President of the Club, Mr. Jesse Baker. The following is a list of the awards.

OPENING TRIAL, April: Club Silver Medal, Gold Centre, W. Bolton, 1; Club Silver Medal, P. Barnes, 2; Club Bronze Medals, E. Meadows and J. Jackson, 3.

RUDD AMATEUR TRIAL, May: Silver Cup presented by Messrs. Rudd, of Wigan and St. Helens, together with a Club Gold Medal to winner, Mr. T. Witter, 1; Club Gold Medal, R. Bowman, 2; Club Silver and Bronze Medals, E. Latham and C. McKnight, 3.

ROUND THE CLUBS—continued.

TIMBERLAKE CUP TRIAL, July: Silver Cup presented by Mr. H. H. Timberlake, together with Club Gold Medal to winner, Mr. J. Scott, 1; Club Bronze Medal, H. C. Stephenson, 2; Club Bronze Medal, F. Bentley, 3.

M.C.C.

Sir Harold Bowden, the new President of the Motor Cycling Club, in proposing the toasts of the club, stated that he owned his first motor cycle in 1901, the year of the foundation of the club. He remarked on the friendly relations now existing between the club and the A.C.U., which relations, he hoped would tend to improve. Mr. L. A. Baddeley, Chairman of the Executive Committee, replying, claimed that the club had had a record year. The London–Land's End Trial had been exceptionally well attended, and the inclusion of a new hill, Blue Hills Mine, had considerably increased the interest of the event. The London-Edinburgh run, too, was more popular than ever, while it was hoped that the stop and re-start test on White Sheet Hill would have the same inspiriting effect on the London–Exeter trial.

ROTHERHAM & DISTRICT M.C.

The fourth annual dinner of this club was held at Ye Olde Jug and Glass Hotel, Edwinstowe, when the usual distribution of prizes took place.

The Reliability Trial for the Club Cup took place, however, several days afterwards, a field of 18 competing in a very successful event. The course started at Rotherham, and led through Thirsk and Sutton Bank, where there was a non-stop section which weeded out four of the competitors. Lunch was partaken of at the Three Tuns Hotel, Thirsk, after which the homeward journey, which included five secret checks, some of which were effected after dusk, was commenced. J. P. Collinson (347 Sunbeam) and A. N. Jenkins (348 A.J.S.), tied for first place, and J. S. Rodgers (799 A.J.S. and sidecar), took the second prize.

WATERLOO & DISTRICT M.C.

The first general meeting was held on the 20th ult., when the forming of the club was unanimously carried. The objects of the club were to encourage and improve motoring in general, to arrange holiday tours, lectures, debates, meetings and competitions, and to cater for all classes of riders. A suggested programme for the year 1925 was put forward, and it was decided that the matter of rules be held over until the next general meeting.

Officers and a committee were elected as follows:—

Chairman, Mr. S. J. Sullivan; vice-chairmen, Messrs. L. Williams and K. Hughes; hon. secretary, Mr. F. J. Barbour; 6, Sycamore Road, Waterloo; hon. treasurer, Mr. L. Groves, 23, Trinity Road, Bootle; committee, Messrs. G. Emsley, C. Parkes, B. Hepton, J. B. Wilson, L. Myerscough, K. Corfee, J. Bennison, A. Ellis, and F. Stevens.

The subject of subscriptions was discussed at some length, and it was finally agreed that the full annual subscription, to include affiliation to the A.C.U., should be 7s. 6d. Social members would pay 2s.

CITY & GUILDS (ENG.) COLLEGE M.C.C.

This club held an interesting night trial early in December, starting from London and running to Coombe Bottom, over Whitedowns and Ranmore Common to Burford Bridge, and thence, via the Zig-Zag, to the top of Box Hill. From there the route led down Boxhurst to Mitcham, which was the terminus. The results were as follow:—

THE MOTOR CYCLE SECTION OF THE BERLIN MOTOR SHOW. NOTE THE N.S.U. STAND.

ROUND THE CLUBS—continued.

FIRST CLASS AWARDS.—J. F. X. McKenna (499 Triumph sc.), A. E. Cooke (346 Rudge), A. B. Bourne (349 Montgomery-Bradshaw), T. F. E. Watson (398 A.B.C.), A. T. Clark (349 Hawker), and P. M. Walters (499 Sunbeam).

SECOND CLASS AWARD.—H. R. B. Waters (499 Sunbeam).

ACE M.C.

There were 25 entrants for this club's Bettman Cup Trial, which was held over a fairly stiff course, including a preliminary brake test, the negotiation of an observed section at Frankton on the first of the double circuit, another at Bretford on the second, and a further brake test on Stoneleigh Hill. The awards were as follow:

BETTMAN CUP AND GOLD MEDAL.—F. H. Brown (Rex-Acme sc.), 94 marks lost.

GOLD MEDAL.—J. Montgomery (Montgomery-Bradshaw), 122 marks lost.

SILVER MEDAL.—W. Evans (Triumph), 142 marks lost.

BRONZE MEDAL.—W. A. Henley (Rover), 164 marks lost.

WOOD GREEN & DISTRICT M.C.C.

Thirty-five entries were received for a winter reliability trial. The course, from the start at Wood Green, led through Potters Bar, Elstree, Watford, Rickmansworth and Harefield, where two rather troublesome water-splashes were encountered. Between Denham and Fulmer (where a secret check was operated) there was another deep splash. Lunch was taken at Burnham Beeches, and the course then led to Station Hill, Wooburn Green, where a stop and re-start test was held.

The course then lay over Flackwell Heath and through Bourne End to Hogsback Wood, selected for the non-stop section. Results:—

GOLD MEDALS.—Beavis (A.J.S.) and Turner (Triumph), no marks lost.

SILVER MEDALS.—Lucas (Sunbeam) amd Middleton (Cotton), 2 marks lost.

BRONZE MEDALS.—Harling (Norton), 7 marks lost; Marlow (A.J.S.), 8; Finch (A.J.S.), 13; Morton (Norton), 13; Enock (Triumph), 14; Garratt (Rudge), 15.

BRADFORD M.C. & L.C.C.

Twenty-eight solo and twenty-two sidecar machines started in the annual winter trial on November 30th for the Hepworth and Grandage Cup. In addition to individual entries there were fourteen teams of three nominated. Eight cars also took part in the event.

Keighley Gate (Ilkley) and Thwaite Brow were early—and rough—observed hills; then followed Horden Bank, where many failed. The route now led into Wharfedale, with a coffee stop at Burnsall and a fairly easy afternoon section over the moors to Otley. Scott riders shone conspicuously and carried off all the principal awards, as the results show.

SOLO.

HEPWORTH AND GRANDAGE CUP (TO BE HELD FOR ONE YEAR) AND SILVER CUP.—J. S. Duxbury (596 Scott), no marks lost.

CLUB SILVER SPOONS.—W. Moore (Scott) and C. H. Wood (Scott), 5 marks lost each.

SILVER ASHTRAY.—C. Thackray (499 Triumph), 10 marks lost.

SIDECARS.

SILVER CUP.—W. Clough (596 Scott), 30 marks lost.

SILVER SPOON.—F. Dean (346 Rudge), 50 marks lost.

SILVER ASHTRAY.—J. Naylor (799 A.J.S.), 60 marks lost.

TEAMS.

WINNING TEAM.—J. S. Duxbury (596 Scott), W. Moore (Scott), W. Clough (596 Scott sc.).

RUNNERS-UP.—R. Turner (Douglas), S. Hemingway (Norton), N. Hemingway (Norton).

The results were broadcast from the local wireless station after the event.

BELFAST & DISTRICT M.C.C.

The annual meeting was held in Thompson's Restaurant, Belfast, on the 11th inst., the outgoing president (Alderman J. A. Duff, M.P.) presiding. The club's activities during the year were outlined by the secretary, Mr. W. Phillips, who mentioned that the membership had increased considerably, and the report of the treasurer showed a credit balance of almost £100.

The election of officers resulted as follows:—President, Mr. G. W. Clarke; vice-presidents, the Lord Mayor, Capt. Herbert Dixon, D.L., M.P., Messrs. J. A. Duff, M.P., Thos. Moles, M.P., J. M. Andrews, D.L., M.P., W. J. Andrews, C. E. Jacobs, T. W. Murphy, P. C. Welsh, J. Holland, S. Hutchinson, and S. Harding; hon. solicitor, Mr. J. C. Barr; hon. secretary, Mr. W. Phillips; hon. treasurer, Mr. S. Wallace; committee, Messrs. James Millar, Geo. Hewitt, Wm. Murray, James McKillen, James Brown, Robt. M'Lardy, J. Stewart, Wm. Armstrong, W. J. Coates, and Wm. McKinstry; delegates to the Ulster Centre of the Motor Cycle Union, Messrs. S. Wallace, J. Millar, J. Stewart and W. Armstrong; hon. auditors, Messrs. Wilson and C. Price.

A smoking concert was held after the meeting, and the prizes won during the year were handed to the winners by Mr. S. Hutchinson, who said that the club membership—133—was the second largest in Ireland.

PORTSMOUTH CALEDONIAN M.C. & L.C.C.

A successful reliability trial was held over a 50 miles course on the 7th inst., starting from and finishing at Stockheath Common. Of the 33 solo machines, sidecars and light cars which started, only one failed to finish. Result:—

SILVER CUP.—(for best performance).—G. B. Evens (348 A.J.S.), 89 points (of 100 possible).

SILVER MEDALS.—J. Brew (349 B.S.A.), 87¾; A. E. Young (346 New Imperial), 87¼.

BRONZE MEDALS.—A. E. Collins (348 A.J.S.), 87; W. Rowe (348 A.J.S.), 86½; W. Brown (349 B.S.A.), 83½.

The trial was the third sporting event held by the club since its formation last February, the other two events being hill-climbs. The first event for 1925 will be a reliability trial in February. The hon. trials secretary is Mr. W. S. R. Adams, Glen Cottage, Down End, Drayton, Hants.

SOUTHPORT M.C.

The Rough Riders' Cup Trial was held on the 7th December. Contrary to expectation, Jeffrey Hill did not cause the competitors any great anxiety, and several good ascents were made. At the conclusion of the trial there was an impromptu musical afternoon at White Cross. The winner of the Rough Riders' Cup proved to be L. Rimmer (A.J.S.), while the runner-up was E. W. Hodge (Brough Superior). The trial, which was an experiment on the part of the club, was extremely enjoyable, and it will probably be repeated next year.

A report of the Southport-Scarborough run, organised by this club for Boxing Day and the next day, will be found on another page, in a review of the sporting events of the month.

1925 STOCK TRIAL.

The preliminary regulations for the A.C.U. 1,000 Mile Standard Stock Motor Cycle Trial have now been issued. The Trial will be held from 26th April to 2nd May, and will consist of five days' road work, and a sixth devoted to a comprehensive final examination. As the title suggests, the Trial is confined exclusively to new machines chosen at random from agents' and manufacturers' stocks, and resembling in every particular those sold to the general public. The Trial will start from Birmingham, the route for the first day consisting of some 200 miles of main road passing through a number of big towns in the Midlands and North, and finishing at Scarborough. For the remaining four days, routes radiating from Scarborough have been selected, increasing in severity as the machines are "run in," so that for the last four hundred miles, the competing machines will be asked to traverse comparatively difficult country.

The machines will be tested for reliability, hill climbing, silence, brakes and final condition, and in order to win a gold medal, ninety per cent. of efficiency is required in all the tests save for silence, when eighty per cent. is required. As however each mark deducted represents a loss of ten per cent., actually the standard of silence required is very high. Following last year's practise, no secret checks will be used; the route cards stating at which points checks may be taken. Two innovations appear in the marking, for whereas in previous trials "footing" on a hill has always been reckoned as a complete failure, with a consequent loss of five marks, in this year's Trial only two marks will be deducted for this offence, so far as the larger machines are concerned, and only one mark for 175 c.c. solos and 350 c.c. sidecars. In addition, the penalty for a passenger in a sidecar outfit not being properly seated is slightly reduced. In other respects the regulations follow almost exactly those which proved so successful last year, but the experience gained in carrying them out should render the 1925 Stock Trial of even greater value to the potential purchaser of a motor cycle than was that of 1924.

MILLS' SCREEN SILENCER.

A useful little device that has been brought to our notice is the Mills Rubber Screen Silencer. As most motorists are fully aware, and in particular drivers of fast cars, a good many two-piece wind-screens have an objectionable habit of rattling when in the closed position. However tight one turns the locking, there generally sets in at a certain speed, a most annoying dither. The Mills Screen Silencer completely overcomes this. Clipping on to the lower panel, it provides a rubber buffer against which the top glass rests.

The Mills Rubber Screen Silencer sells at the very modest figure of 9d. a pair, fitted in either nickel or polished brass. The makers are Messrs. S. Mills & Co., Ltd., Standard Works, Nineveh Road, Handsworth, Birmingham.

NIGHT ASSISTANCE FOR MOTORISTS.

The Night Road Service Outfits provided by the Automobile Association are meeting a big need on the part of motorists using the roads after dark. Over a period of three months, 1,074 motorists received assistance in connection with breakdowns, special information, etc., while the patrols in charge of the Outfits were, in addition, able to help in connection with 33 accidents. Sixteen A.A. members were stopped and warned in regard to insufficient lights, while 64 members, unable to show the necessary lights owing to faulty lamps, had lamps lent to them.

These Night Road Service Outfits are working on the roads from lighting-up time until midnight.